





Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONGKONG"	1,300 tons	Captain H. D. Jones
"POWAN"	1,330 "	" W. A. Valentine
"FATSHAN"	1,260 "	" R. D. Thomas
"HANKOW"	1,273 "	" C. V. Lloyd
"KINSHAN"	1,295 "	" J. J. Lossius

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday, excepted), 9 P.M. and 10.30 P.M. (Saturday, excepted).  
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday, excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HONGKONG" 1,300 tons, Captain G. F. Morrison, R.N.R.  
Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.  
Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.  
Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 9 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 1,319 tons, Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE HONG-CHINA STEAM NAVIGATION COMPANY, LTD.

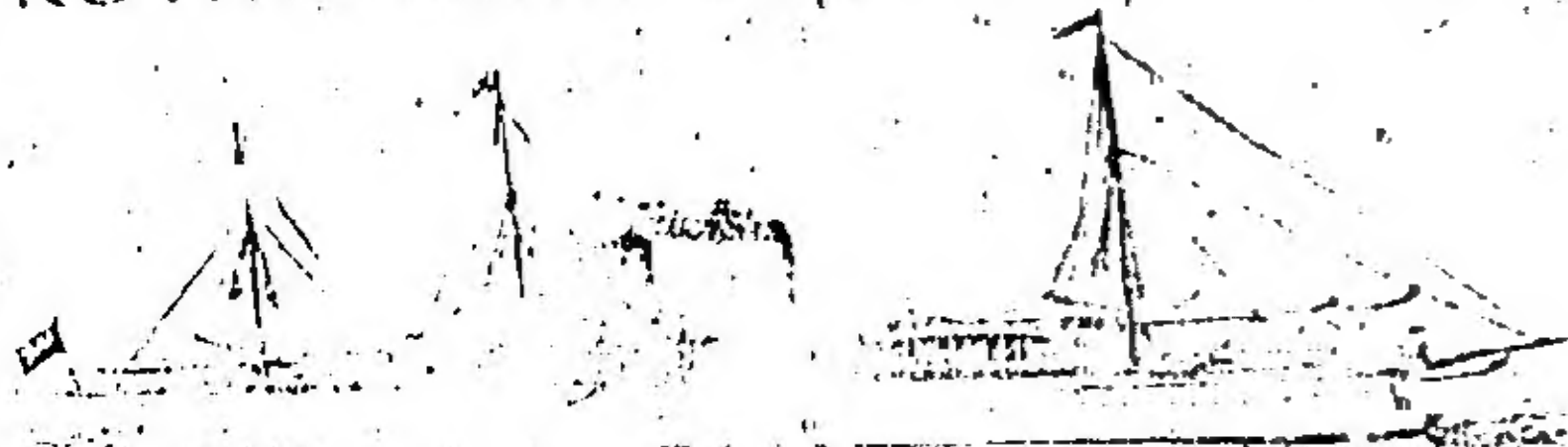
CANTON-WUCHOW LINE.

S.S. "SAISAM" 1,322 tons, Captain J. Willox.  
"NANNING" 1,369 tons, Captain C. Hutchins.  
One of the above steamers, leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunk, Mahing, Kanchow, Kan-Kong, Samshui, Howlik, Shih-Hing, Luk-Po, Luk-To, Lo-Ting-Han, Tan-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$11.00, Return \$22.00.  
Canton to Fungling, Single \$12.50, Return \$25.00.  
Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.  
Further particulars may be obtained at the Office of the  
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,  
Hotel Buildings, (First Floor), opposite the Hongkong River,  
OR AT BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.  
11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).

STEAMERS	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	THURSDAY, August 3	September 17
"ATHENIAN"	WEDNESDAY, September 12	October 6
"EMPERESS OF JAPAN"	THURSDAY, September 27	October 15
"MONTEAGLE"	WEDNESDAY, October 3	October 27
"EMPERESS OF CHINA"	THURSDAY, October 25	November 12
"TARTAR"	WEDNESDAY, October 31	November 24

"EMPERESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.  
The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, KANAGAWA, and KANSAI, and via the "Empress Line" Special Mail Express, and Quebec with the Company's New "Empress" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class \$100.00, 2nd Class \$60.00, 3rd Class \$40.00. Via New York \$60.00.  
Hongkong to London, 1st Class \$100.00, 2nd Class \$60.00, 3rd Class \$40.00.  
Steamers, and 1st Class on 8 days. 2nd Class on 10 days. 3rd Class on 12 days.  
R.M.S. "MONTEAGLE" "ATHENIAN" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.  
Passengers Booked through to ports and AROUND THE WORLD.  
SPECIAL RATES (First and only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.  
For further information, Maps, Routes, Freight and Passage, apply to  
W. CRADDOCK, Acting General Agent,  
Corner Pedder Street and Praya.  
Hongkong, 18th August, 1906.

HONGKONG-MACAO LINE.

STEAM TO CANTON.

S.S. "WING CHAI" Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days at 7.30 A.M., and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M., and on Sundays at 6 P.M., tide permitting.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.  
1st Class—Return, \$2; with Cabin, \$3.  
3rd Class—Single, 40 cents; Return, 60 cents.  
Steering—20 cents each trip.  
All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.  
Hongkong, 11th August, 1906.

THE New Twin Screw Steel Steamers.

"KWONG CHOW" 1,130 tons, T. R. MEAD, Captain.  
"KWONG TUNG" 1,130 tons, H. W. WALKER, Captain.  
Leave Hongkong for Canton at 9 P.M. evening (Saturday excepted).  
Leave Canton for Hongkong about 5.30 A.M. every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.  
Passage Fare—Single Journey \$34.  
Meals \$1 each.

ALSO  
Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:—  
1st Class single \$1 with cabin berth \$2.00, return \$2 " " " " 3.00.  
Servants' passages must be paid for.  
Breakfast, Tiffin and Dinner \$1.00 each.  
The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHU ON S.S. CO., LD., and YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 3rd August, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO SOUTH AMERICAN PORTS.

London, New York, Boston, Baltimore, New Orleans, Galveston, and Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and baggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS	SAILING DATES
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PRINZ LUDWIG	WEDNESDAY, 27th February.

ON WEDNESDAY, the 29th day of August, 1906, at Noon, the Steamship "PRINZ EITEL FRIEDRICH," Captain E. Malchow, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA. Shipping Orders will be granted till NOON, on MONDAY, the 27th August, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 28th August, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 28th August. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61.00	\$42.00	\$27.00
Return	91.00	63.00	33.00
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.00	44.00	24.00
Return	97.00	66.00	35.00
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64.00	44.00	25.00
Return	115.00	79.00	47.00
VIA BREMEN OR SOUTHAMPTON	68.00	46.00	27.00
Return	123.00	83.00	49.00

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONHAFEN, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS	TONS	SAILING DATES
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.
PRINZ SIGISMUND	3,302	TUESDAY, 16th October.
WILLEHAD	4,763	TUESDAY, 13th November.

ON TUESDAY, the 18th day of September, 1906, at Noon, the Steamship "PRINZ WALDEMAR," Capt. Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	\$28.00	\$18.10	\$14.00	Return \$42.00	\$27.15
TO BRISBANE	\$30.00	\$20.00	\$14.00	Return \$54.00	\$36.00
TO SYDNEY	\$33.00	\$23.00	\$15.00	Return \$59.10	\$41.10
TO MELBOURNE	\$34.10	\$24.10	\$16.00	Return \$62.5	\$44.5
TO YOKOHAMA	\$30.00	\$20.00	\$14.00	Return \$70.00	\$42.00
TO KOBE	\$35.00	\$25.00	\$15.00	Return \$70.00	\$42.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 297.00.  
TO EUROPE VIA AUSTRALIA AND AMERICA 95.00.  
From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR YOKOHAMA & KOBE: PRINZ WALDEMAR, WEDNESDAY, 29th August.  
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA: PRINZ HEINRICH, WEDNESDAY, 29th August.  
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA: GNEISENAU, WEDNESDAY, 12th September.  
\* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class	2nd Class	3rd Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$62.00	\$42.00	\$27.00
TO BREMEN	65.00	45.00	27.00
TO PARIS VIA CHERBOURG	65.00	45.00	27.00
TO NAPLES, GENOA VIA GIBRALTAR	65.00	45.00	27.00

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 22nd August, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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EYES.

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 3, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask or write for Illustrated Booklet on "Defective Sight"—free.  
LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road. Hongkong, 27th November, 1905.

WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 34 DAYS. THE steamers sail from HONGKONG to SHANGHAI, SHUOHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip... \$30. These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to— BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905.

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JAVA-CHINA-JAPAN LINE. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	First half September	JAPAN VIA SHANGHAI	First half September
TJILATJAP	JAPAN	First half September	JAVA PORTS	Second half September
TJILIWONG	JAVA	Second half September	JAPAN VIA SHANGHAI	Second half September
TJIMAH	—	—	—	—

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375, YORK BUILDINGS, 1st Floor. Hongkong, 21st August, 1906.

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TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals. PRICE \$10.50 per case of 48 bottles (quart or 1/2 doz. pints).

Special Prices for Quantities. Sole Agents:—SIEMSEN & CO. Hongkong, 10th January, 1907.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes. LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE. Hongkong, 16th September, 1903.

FOR SALE.

WELSBACH'S IN-DOOR AND OUT-DOOR 4-LIGHT GAS ARC LAMPS.

Do. BOXED LIGHTS. Do. HARP LAMPS.

Do. MANTLES, OBIM-NEYS, GLOBES, SHADES, &c., &c.

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

TAI KWONG CO., 109, Des Vaux Road Central.



Hongkong, 1st August, 1906.

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## Intimations.

A. S. WATSON & CO.,  
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

## CLARETS.

	Per Case	Per Case
	100.00	100.00
ST. ESTEPHE	8.00	9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT BRION		
LARRIVET	20.00	22.00
CHATEAU MOUTON		
D'ARMAILHACQ	24.00	26.00
CHATEAU PONTET		
CANET	28.00	
CHATEAU LA TOUR		
CARNET	33.00	
CHATEAU RAUZAN	48.00	
CHATEAU LAFITE	54.00	

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

LA ROSE is a good sound wine of exceptional value for the money.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN and CHATEAU LAFITE are recommended to the notice of Connoisseurs as high-class after-dinner wines.

THE ABOVE PRICES ARE SUBJECT TO

5 PER CENT. DISCOUNT.

A. S. WATSON & CO.,  
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 22nd August, 1906.

NOTICE.  
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.  
(Ordinary business communications should be addressed to The Manager.)  
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contributions.

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DAILY—\$30 per annum.  
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The rates per quarter and per annum, proportionally.  
The daily paper is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.  
Single Copies. Daily, ten cents; Weekly, twenty-five cents.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 22, 1906

## HONGKONG'S "EXCELLENT" WATER.

One after another our most cherished illusions are being shattered by that chief of iconoclasts the modern scientist. For years we have all relied upon the city analyst's statement that Hongkong's water was "excellent;" we have revelled in the delights of a draught of heaven's beverage, and scorned those who, having microbes on the brain, declared that it was dangerous to quaff the refreshing nectar which flows from the hills. We were convinced that our hypothesis—that the water of Hongkong was free from all impurities—was well founded, by the jealous eye which the Director of Public Works kept on the reservoirs, and the apparent delight which he took in reducing our supply to a minimum. We have called upon the people of Hongkong to emulate the example of Kowloon residents whose consumption of water has been reduced to infinitesimal proportions, and, indeed, it has been our aim to proclaim the advantages of the "water cure." Cities like Canton and Bangkok which cannot boast of a water authority and consequently have failed to appreciate the soul-satisfying delight of indulgence in "excellent" water have met the fate of Rehoboth's subjects, who, some may remember, were scourged with scorpions. But it is all of no avail, for we stand confounded in the presence of the experts. It appears now that when the city analyst said that Hongkong's water was "excellent" and that it was "fit for potable purposes" he merely meant that he found no traces of seaweed or organic cum floating around in it. When the bacteriologist comes on the scene, however,

there is another story to tell. Samples were taken from a well in Stanley Street the other day and the bacteriologist waxes almost enthusiastic over the mass of deadly cholera germs and streptococci which he located in the water. With a little encouragement the bacteriologist would have dilated on his favourite topic, for undoubtedly he was in his element, but what we are concerned with particularly is his closing sentence that the water was "unfit for drinking purposes." So that on the question as to whether the water was potable or not the two experts joined issue. Now we can imagine why the Director of Public Works has limited the supply of water in many parts of the city; he has been animated by a philanthropic desire to preserve the health of the ratepayers, for although he may be no bacteriologist it would almost seem as if he doubted the efficacy of the word "excellent" as applied to Hongkong water. Mr. Hooper asked how the members of the Sanitary Board could reconcile the opinion of the Government analyst with that of the bacteriologist, and pertinently inquired whether samples of the town's water supply had ever been submitted to the bacteriologist? Mr. Humphreys replied airily, "Quite simple. Bacteriology is one thing; analysis another." So now we know where we stand—Hongkong residents must make certain that when they indulge in H-O they have obtained the analyst's "excellent" water; otherwise they may be absorbing all the poisonous germs known to the bacteriological world. A thousand or so of cultivated cholera or typhoid bacilli may be a matter of no consequence, but there are some super-sensitive people in Hongkong who hold curiously antiquated ideas on that subject. In future, it might be advisable to obtain the views of the bacteriologist as well as those of the analyst on the potable quality of the city water supply, if only that we might have a change from that ever-recurring adjective "excellent" in the reports emanating from the water authority. The discussion is in some respects to be lamented, for many worthy people may be led to prefer mountain dew to the product of dewy mountains. In this connection it has to be noted that the city analyst has invariably reported that the samples of whisky he has examined in Hongkong have been of monotonously "excellent" quality. It would be interesting to know what the bacteriologist has to say on that subject, for born and bred Scotsmen who have trod the heath and the heather, and should be supposed to know something about the liquor they somewhat effusively describe as "barley bree," have time and again been heard to make the most scurrilous remarks about the quality of certain samples of the Scotch product found in Hongkong. At all events it would be a cheerful variant to hear that even whisky in Hongkong is not always "excellent," although what people will do if they are driven from water because it is not potable and debarked from stronger liquor because it is not "excellent" we are unable to guess.

## AFTER PARASITES.

Most Anglo-Saxons are infected with the travel microbe, which accounts for their wanderings all over the face of the globe. The man of money disappears from his usual haunts and returns after some months with the casual explanation that he has been mountaineering in Peru or shooting game on the Himalayas. Some, who are peculiarly unable to calm the travel fever, in their veins manage by some means or other to roam round the world at other people's expense, while the majority are content to accept positions in mercantile firms abroad, proclaim themselves exiles, and hold the firm belief that they are helping to maintain the Empire. But of all the methods that we have heard unfolded whereby the nomad may satisfy his longing to visit new fields and at the same time indulge his favourite hobby, the most brilliant is that adopted by the entomologist. In yesterday's issue we published an interview with a gentleman who has been sent out by a Honolulu association to discover a parasite, with an unpronounceable name which is warranted to kill at sight the cane "hopper"—whatever that may be. The entomologist in question has been travelling round Australia, the South Sea Islands, and various other parts of the world; or rather it should be said he has been, crawling round the world, for the main part of his duty seems to be exploring the roots of canes, searching for an insect destroyer which can only be seen through a microscope. What the Chinese peasant thinks when he discovers a European armed with a bottle, a microscope, and a butterfly-net squeezing through his canes it would be interesting to learn. Probably he comes to the conclusion that *Jenghui* has sent a special representative to aid him in the cultivation of his sugar patch. It seems that the insect with the multi-syllabled name actually exists in Chinese canes, but, as the prospector would say, it cannot be obtained in paying quantities. It faithfully performs its task of exterminating

the Chinese member of natural history who would nullify the planter's labours, but it has no wish to be captured and transported to Honolulu. It seems that in Honolulu millions of dollars' worth of damage is done to the canes by the vicious habits of an insect which also rejoices in a weird and wonderful name; and it is the purpose of the scientist to discover its mortal enemy. With that object the naturalist is travelling round the world following the bent of his mind, and seeking to benefit the planters of Honolulu. If, therefore, there are any with an aptitude for collecting insects and a desire to see the world at the expense of a long-suffering body of planters they can hardly do better than turn professional entomologists. Of course, if in the course of their travels they happen to be outnumbered by Australian aborigines, scalped by Dyaks, bamboozed by Chinese or knissed by Malays that will only add zest to the game. The really enthusiastic entomologist should have a livelier time than an elephant-hunter.

## MORAL MANILA.

Since Great Britain abandoned State lotteries about a century ago we have all been compelled to do penance, for our lapse from virtue; we have heaped sack cloth and ashes on our heads and declared that lotteries will not be permitted to exist on British soil. That does not apply of course to bishops and clergy who can hold raffles and lotteries in the name of bazaars to their heart's content, but we speak of the ordinary everyday class of people. Now, while nobody will declare that he believes in lotteries or even patronises them, it is safe to say that a goodly portion of Hongkong's population is interested in the drawings at Macao and Hankow. The law in Hongkong does not permit agents to sell tickets to private individuals in the Colony, but, as everybody knows, there is a great and flourishing trade in the proscribed goods in Hongkong, and there is scarcely a person who does not hope to bring off the grand coup one of these days, so that he may retire to enjoy the bleak winters of the old country. While the law forbids the sale of tickets in Hongkong, it does not say that people shall not possess tickets. It is even possible to receive tickets from Macao direct, for the Post Office authorities have not yet established an inquisitorial department in which letters from Macao are opened and inspected. But in the Philippines the Customs officers—not the police—are empowered to open all letters suspected of containing lottery tickets for the gambling community. Until recently, the gay sparks of Manila were in the habit of speculating a few dollars every month on a Macao lottery ticket, in the hope that they might manage by some happy chance to liquidate their debts and get back to "God's country." Such profligacy horrified the staid and Puritanical fathers of Manila. It was a blot, a bar sinister, on the escutcheon of Manila's moral mandarins. And they determined accordingly that the free and independent people under the rule of the Insular Government should be no more tempted by the lottery syren. It was discovered, however, that although laws might be made against the sale of lottery tickets in the Philippines the "speculators" managed to attain their ends by sending to Hongkong for the crisp rolls and bringing them into Manila through the medium of the Post Office. Here was contumacy, indeed, and to extirpate the vice a law has now been enacted enabling the authorities to search the mails for lottery tickets which will be confiscated and destroyed. Not only that, but in case a stray coupon escape the sleuths of the Customs, it has been made a serious offence for any person to be found in possession of a lottery ticket. Uncle Sam is becoming moral with a vengeance. They speak of paternal legislation in the British colonies, but the people of Manila are favoured with grand-motherly and maiden-cousinly enactments. The other day a lottery ticket was captured in the Manila mail from Hongkong. The Customs men jumped upon it like a Moro chief in a fit. They consulted the laws; they turned up legal tomes till the sunlight was obscured by the dust of their exertions. But, unfortunately, they found that as yet they have no power to confiscate or destroy lottery tickets—the law has not come into force. So reluctantly they came to the conclusion that the ticket must be returned "by special messenger" to the sender in Hongkong. It is a dread secret who will be entrusted with the precious ticket which tried to steal into law-abiding Manila like a thief in the night; but it is rumoured that some specially favoured, tried and proved shipmaster, who will take his oath on his honesty, and swear to reverend Old Glory all the days of his life, will be entrusted with the portentous misadventure. He will carry it to Hongkong and the police here will allow him to boast that he has it in his possession. And so the reptile is flung from the chaste breast of the Manila Customs. But think of the joyful time when the feudal barons of Manila can heap the confiscated lottery coupons on a bonfire and proclaim their unctuous rectitude. The people of Hongkong may not be exactly free and independent, but at any rate the law makers are not always altogether ridiculous.

## LOCAL AND GENERAL.

**Tuk Singapore.** *Free Press*, understands that the tenders of the following firms for the opium and spirit farms for the next triennial period have been accepted by Government: Singapore, Khaw Joo Choo, \$195,000. Penang, Lim Kek Chuan, \$135,000. Malacca, Khaw Joo Choo, \$31,000. Khaw Joo Choo also takes half of the Johore Farm.

A MEETING of the Justices of the Peace was held at the magistracy, yesterday afternoon, to consider an application from one Moon Abdul Razak for a publican's licence to sell by retail intoxicating liquors on premises numbered 2, Pak Shui Wan, under the sign of "the Belle View Hotel." There being no police objection, the licence was granted.

In reply to Mr. Hart-Davies, in the House of Commons, Sir E. Grey said:—The claims of the master and crew of the *Kaighi* Commander are included in the general claim put forward for the loss of the vessel. His Majesty's Government have within the last few weeks again pressed the claim upon the Russian Government, but hitherto without success.

Two carpenters, employed in the Feather Factory, at Mongkok, were charged before Mr. H. J. Gompertz, at the Police Court, this morning, by Inspector McDonald, of Yau-mai Police Station, with aiding a certain prisoner, while in custody, yesterday, to escape. The prisoner, who was a friend of accused, was being removed to the station by a *lukong*. The defendants saw that, and dragged the prisoner away from the *lukong* and he escaped. They were, however, secured. His Worship imposed a fine of \$25 each.

OWING to the illness of the master of the steamship *Phraung* the case against him which has been pending since July last was called on at the Police Court, this morning, before Mr. H. J. Gompertz. The summons were taken out by Mr. McIvor, of the Harbour Office. There were three charges against the captain: Anchoring his vessel in an unauthorized place, i.e., west of Green Island, leaving the Colony without a port clearance, and failing to pay light dues. Mr. McIvor gave evidence supporting the charges, and his Worship fined the captain \$10 on the first count, and \$5 on each of the other two charges.

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MOK Chi, an eight-year-old boy, was charged this morning, before Mr. F. A. Hazeland, at the Police Court, with committing a nuisance by flying a kite in Staunton Street, yesterday. The lad, who was prompted by his mother, pleaded guilty to the charge. Inspector Ritchie said that according to the Ordinance kite-flying was considered a nuisance. Along nearly every street in the Colony could be seen kites or kite-strings entangled with telephone wires. His Worship informed the boy that he had better not fly his kite near telephone wires in the future. He was discharged with a caution.

FOLLOWING the reduction of the garrison of Indo-China by one brigade, orders have now been given for reducing French naval strength in Chinese waters, where she has for some time had a powerful cruiser squadron. Four of these cruisers, the *Montcalm*, the *Amiral Gueydon*, the *Dupleix-Thouars*, and the *Gutchen*, with the Vice-Admiral in command, are to return to Europe. They will be replaced by three older and smaller vessels, the *Brutus*, *Chamery*, and *Alger*, which, with the *D'Entrecasteaux*, will form the bulk of the force to be kept on the station, under the orders of a Rear-Admiral. The remainder is made up of five destroyers, one sea-going and five river gunboats, and a surveying vessel. There are also a number of submarines at Saigon.

CHAP Ho, a blacksmith, of Yau-mai, was charged before Mr. H. J. Gompertz, at the Police Court, to-day, with maliciously wounding a woman at Yau-mai, yesterday, necessitating her removal to hospital. Yesterday afternoon the woman was sitting outside her doorway bathing one of her children. The defendant and two others, who were leaning against the wall of her house, were playing with a bamboo pole. The woman told the men that the bamboo might slip out of their hands and hurt the child. The defendant got insulted and said they would not hurt the child, but they would hurt her, whereupon he attacked her with a chopper, causing serious damage to her arms and shoulders. The others escaped. His Worship held him guilty of the assault, and he was fined \$20, or six weeks' gaol.

MA NGAU, an amah, employed at No. 41, Caine Road, gave her stepmother in charge at the Central Police Station yesterday for converting a basket containing \$25 worth of clothing to her own use on the 13th inst. Mr. C. F. Dixon, of Mr. John Hastings' office, appeared for the defence. It appeared that on 13th August the complainant, before leaving for Canton, deposited with her stepmother the basket of clothing for safe-keeping. On her return yesterday she visited her stepmother to get back her things and it was stated that the defendant would not return the basket, averring that she was never given a basket. The complainant reported the matter to the police and it was alleged, the basket of clothing was discovered by Sergeant Eamer under defendant's bed. The case was adjourned, and the defendant was released on bail of \$50.

## ANOTHER PIRATICAL ATTACK.

## "NANNING'S" NARROW ESCAPE.

## PIRATES FRUSTRATED BY CHINESE TRADERS.

## RINGLEADERS LODGED IN WUCHOW GAOL.

Another daring attempt to commit piracy is reported to have occurred on the steamship *Nanning* while that vessel was on her usual run from Canton to Wuchow. All preparations had been made to ensure the success of the foray; the pirates adopted their usual methods of procedure, shipping as ordinary passengers at one of the way-points, with the intention of lying low until the *Nanning* had reached a certain point on her journey, and then overpowering the officers and crew and terrorising the passengers into submission. Only the watchfulness of those passengers who were not associated with the gang of pirates, and the prompt measures taken by the captain of the *Nanning* frustrated the designs of the robbers and probably another terrible addition to the roll of tragedies on the West River was thereby averted.

Up to the present time no definite news regarding the circumstances of the attempted piracy are obtainable. Rumours, however, are circulating in Hongkong which bear so much verisimilitude to the probable facts, although they cannot be verified or traced to their origin, that there is reason to believe they are essentially correct.

## SISTER SHIP OF THE "SAINAM."

The steamship *Nanning* is a sister ship of the *Sainam* which was attacked by pirates about five weeks ago—Dr. MacDonald, the well-known missionary, being shot and instantaneously killed in the fight—and belongs to the same owners, The Hongkong, Canton and Amoy Steamship Company, Ltd., the China Navigation Co., Ltd., and the Indo-China Steam Navigation Co. She left Canton for Wuchow on Friday with a considerable number of passengers on board. The intermediate ports were visited as usual and passengers of a rather raffish type embarked on the *Nanning*. As the result of the repeated piracies which have occurred on the West River during the past few weeks the officers and crew kept a vigilant eye on the passengers and were ready to quell any outbreak of violence at a moment's notice. But, of course, they could not attend to all that was going on in the lower decks.

## SUSPICION AROUSED.

A warning was received from an unexpected quarter. Among the passengers were many respectable traders whose suspicions were aroused as to the true character of a number of truculent Chinese who fraternised and seemed to have some project on hand. The traders quietly made their way to the master of the *Nanning*, Captain C. Bulchart, and informed him that they believed a gang of pirates was on board under the guise of ordinary passengers. They communicated to Captain Bulchart what they had seen, and what had led to their suspicions, and begged the master to save them and their valuables from the claws of the pirates. Captain Bulchart reassured them, telling them they had nothing to fear and that they could rely upon him, his officers and crew that they would reach their destination unharmed.

## WAITING FOR THE OUTBREAK.

Every precaution had been taken to guard against surprise, but now the commander of the *Nanning* knew whence to expect the attack. The officers and crew were armed and only waiting the first move on the part of the pirates. The attack must be snipped in the bud, or they would all be overwhelmed. A noisy glancing were cast in the direction of the lower deck, where it was seen the rascally gang was edging together as if preparing for the rush. At the first sign of restlessness the captain and crew made ready for action.

## ALL AT ONCE ONE OF THE CHINESE SUSPECTS THREW

his restraint, but before he could give the signal to the rest of the gang Captain Bulchart had him covered. "Move an inch and you'll be shot dead," he shouted. THE PIRATES PARALYSED. The action was more emphatic than the words, "Hands up!" The pirates obeyed like an automaton and stood stock still. The others realised that the game was up and slouched into corners. Again the passengers, the honest and the false, were called upon to sit down, where they were. Never did a well-planned piracy end in such a *fiasco*. The leaders were put in irons, the others making no attempt to help their confederates. It was impossible to say which of the others belonged or did not belong to the pirate band, for by this time all were protesting their innocence, calling attention to their unsullied reputations, their known respect for the *Nanning*, the British flag, the master and officers, and their undying hatred of piracy. They were dismissed and told that the first faintest sign of any disturbance would be visited with drastic punishment.

## CUNNING RASCAL OUTWITTED.

When all had quietened down, one of the traders who congratulated himself that he had escaped the tender mercies of pirates, informed Captain Bulchart that a man had concealed himself in one of the lavatories whenever it was seen that the attack had been forestalled. He had gone there, stripped himself of rag, and donned a long robe, as if he were one of the better class who could not be connected with pirates. It was a huge "bluff" which failed to work. The desperado, for there can be little doubt that he was hand in glove with the others, if not one of the leaders, prayed and pleaded that he knew nothing about the attempted raid. He was declared to be one of the gang by the peaceable passengers, and was put in irons.

## IN CUSTODY.

No further occasion took place on the journey to Wuchow. Captain Bulchart handed over the ringleaders to the custody of the British Consul at Wuchow, and they are now in cells pending instructions from Canton. As already stated, these are the facts which have been gleaned from various sources in Hongkong to-day. Details will be obtained later, of course; but there is reason to believe that the story as outlined is essentially the correct one. There seems to be no doubt that a dastardly piracy would have been committed had it not been for the perspicacity of the honest Chinese traders who marked the demeanour of the gang. By informing the captain they put the master and the crew on their guard and undoubtedly frustrated another bloody fight on the West River.

## VICEROY SHUM ALARMED.

## IMPORTANT NOTICE TO CHINESE IMPORTERS OF JAPANESE ARMS.

## [From Our Own Correspondent.]

Canton, 21st August. As air rifles and swords have recently been imported into Canton from Japan in increasing numbers, Viceroy Shum, fearing that it would be dangerous if real rifles and swords should be confused with the imitation ones now imported, has therefore sent a notification to the different Custom Houses to the effect that those importers who are importing the above mentioned goods into Canton must produce Government Store Certificates before they can obtain permits to land, otherwise the goods will be confiscated.

## YUE-HAN RAILWAY SHAREHOLDERS.

Yesterday being selected as the day on which the Committee of the Yue-han Railway Company, should be elected—many shareholders assembled in the ex-Governor's Viceroy to discuss the question. It is reported that the meeting was quite as irregular and disorderly as on the previous occasion. Several officials interfered with the proceedings; and not a single shareholder would agree to the terms of the resolution proposed.

## CHINESE SILK EXPORTS.

Since the commercial treaties were made between China and other kingdoms, the import trade of China has increased year after year until it is now about three-tenths in excess of the export trade, according to the Customs reports for the past year. The principal exports of China consist of silk, tea, cassia, bristles, human hair, feathers, matting, porcelain, etc. The export of China tea especially shows a serious decrease. China's export trade in tea is not more than one-fifth of that of India and Japan; while Japanese porcelain and fancy matting prove much more remunerative than China. It is suggested that the methods adopted by the Japanese in renewing and changing their patterns day after day is responsible for their increased trade. The most valuable export of China is raw silk which is generally exported to America and France. The silk inspectors purchase the raw silk in the godowns and payment is made as soon as the silk is shipped. There is a certain firm in Shanghai, the silk inspector of which purchased a certain number of bales of raw silk which were inspected and shipped from Macao. Afterwards the inspector alleged that he had received a letter from home stating that the colour of the silk was not uniform, and that a certain amount, about \$1,000, should be paid in respect in the difference of the colouring. When the Chinese silk merchants heard that, a general meeting was called immediately of the Silk Trade Association. It was held that there is no such rule of regulation in raw silk business since the treaty was made in China and all the silk sellers in Canton mutually agreed not to sell silk to the firm in question.

## MILITARY COLLEGE EXAMINATION.

An examination was held at the military college of Canton on the 15th inst. for the matriculation of new students. Most of those who entered passed the examination—by favour instead of knowledge. It is said that the examination was not carried out on fair lines.

PASSING along the Praya Central this morning, shortly before noon, those whose business took them in that vicinity had their ears assailed by a most unearthly "mewing" and "fellic" whining, and those curious enough to stop and investigate found the cries emanated from eight baskets, carried by four coolies, each basket being packed with a number of squealing kittens, who evidently did not appreciate their crowded quarters, nor the peculiar motion they experienced as they were carried along. Where were they going? And for what purpose? were questions passers-by generally asked.

THREE farmers, who arrived here recently from the interior, were charged before Mr. F. A. Hazeland, at the Police Court, this morning, with being on board the *Chun Sang* yesterday, with the intention of slowing away. The accountant and a cook from a boarding house in New Market Street were also charged with aiding and abetting the three farmers on board the vessel with the intention of getting them to Singapore, without the knowledge of the captain. The three farmers turned King's evidence, and said they were put on board by the boarding house men, who were fined \$7 each. The farmers were cautioned and discharged.

## SHIPPING AND MAILS.

## MAILS DUE.

Indian (*Nanning*) 26th inst, 6 p.m.  
German (*Prinz Waldemar*) 27th inst.  
German (*Prinz Heinrich*) 27th inst., p.m.  
Australian (*Changshin*) 1st prox.  
Canadian (*Empress of Japan*) 4th prox.  
The s.s. *Teian* due from Manila on 24th inst., a.m.  
The s.s. *Kailong* from Cebu and Iloilo about 30th inst.  
The s.s. *Shaoching* from Shanghai due 26th inst., a.m.  
The s.s. *Kiukiang* from Shanghai due 28th a.m.  
The s.s. *Tsitan* left Kuchinozu on 20th inst., p.m., and may be expected here on 25th inst.  
The s.s. *Changshin* left Thursday Island on 20th inst., and may be expected here on 1st prox., p.m.  
The Boston S. S. Co.'s s.s. *Shawmut* arrived at Victoria, B.C. yesterday.  
The Glen Line s.s. *Glenora* from London and ports left Singapore on 21st inst.  
The P. & A. s.s. *Ararat* will sail from this port for Portland via Kobe and Yokohama, on 28th inst.  
The C. P. R. Co.'s s.s. *Montague* left Vancouver, B.C., on 20th inst., for Hongkong via the usual Ports of Call.  
The Great Northern s.s. *Minnesota* from Seattle left Shanghai yesterday, at 11 a.m., and is due to arrive here to-morrow, p.m.  
The C. P. R. Co.'s s.s. *Albatross* arrived at Kobe at 5.30 p.m., on 20th inst., and left again at 5 a.m. Tuesday, via Nagasaki for Shanghai, where she is due to arrive at noon, on 24th inst.



## TELEGRAMS.

[Ruler's.]

## The Valparaíso Earthquake.

LONDON, 20th August.  
According to the latest accounts direct from Santiago, about fifty people were killed at Valparaíso and fifty at Santiago, there were no English casualties.

It seems that many public buildings, including the Ministry of the Interior, and the Palace Congress at Santiago, are damaged.

## Demonstration Against Home Rule.

A large demonstration of Orangemen has taken place at Armagh, at which a letter from Colonel Sanderson was read, urging loyalists to resist Home Rule for Ireland to the death.

Later.

## The "Montague" Court Martial.

Captain Adair is severely reprimanded and dismissed his ship.

The navigating officer Dathan is also severely reprimanded, dismissed the ship and loses two years' seniority.

## Plot to Assassinate President Fallieres.

The Marseilles police have discovered a plot to assassinate President Fallieres during his visit to Marseilles. An Italian anarchist called Cirillo has been arrested.

## CLAIM FOR MONKEY LENT.

DISPUTED INTEREST DISALLOWED.

In Summary Jurisdiction this morning, before His Honour Mr. A. G. Wise, Puisne Judge, presiding, Prem Singh, watchman, at Messrs. Ullmann and Co., Queen's Road Central, sued a Chinese clerk in a local legal office for recovery of the sum of \$23.00, due on a promissory note, dated and January, 1906.

Mr. R. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiff, and Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the defendant.

Mr. Gardiner said this was a claim for money lent, and interest.

Mr. Grist said he would save the time of his friend and of the Court by admitting the debt, and all he had to say was to repudiate the claim for interest, and ask for instalments on the debt.

Mr. Gardiner said interest was due.

Mr. Grist: There is no mention of interest on the note.

His Honour: Let me see the note. Yes, there is nothing about interest here; I can only allow you what the note shows.

Mr. Gardiner: But the practice at home, my Lord, is that interest is always claimable.

His Honour: Possibly, but that is not the practice here. If the note does not show any interest to be payable none can be awarded. The custom here is for these men to make a verbal arrangement for interest at the rate of 60, 80, 90, or even 100 per cent. interest and as long as it is paid they keep quiet. But as soon as the interest stops they sue on the note. No, no, you've had your interest, and I can only give judgment for the amount appearing on the note.

Mr. Gardiner: But I am instructed, my Lord, that nothing whatever has been paid.

His Honour: What? Not since January last—oh! come, I can't believe that.

Mr. Gardiner: Those are my instructions, my Lord.

His Honour: Oh, yes, quite so; but in that case why did not he follow the usual custom of these men, and sue before? There will be judgment with costs for \$183, after deducting the \$5 claimed as costs. Now, what about the instalments?

Mr. Gardiner: The defendant came to me, and asked to be allowed to pay by instalments, my Lord, but my client refused to accept them as they were very small, and would have taken over a year to clear off the debt.

His Honour: Then I am very sorry, Mr. Grist, but, you see, I cannot help you. Judgment for plaintiff with costs.

## THE WHISTLE NUISANCE AGAIN.

On Friday last we published in these columns certain proceedings in the Marine Court, wherein, *inter alia*, three masters of steam-launches were fined for unlawfully and unnecessarily blowing their whistles in the harbour. The men had no plausible defence, hence their punishment, the Marine Magistrate remarking at the time that this form of nuisance must cease, otherwise offenders in this direction would be severely dealt with. To effect the abatement of this nuisance a special patrol was appointed to watch the movements of launches, and immediately report in all cases where the whistles were used unlawfully and unnecessarily in the harbour. As a result of this Mr. E. Jones, Assistant Harbour Master, this morning charged Kwok Fuk, master of the steam launch *China*, before the Hon. Captain L. A. W. Barrow-Lawrence, Marine Magistrate, with unlawfully using the steam whistle of the said vessel in this harbour on the 21st inst. Mr. Jones said that at about 10.20 a.m. the defendant's launch was passing the *Empress of India* at her mooring, and a very long blast was given on her whistle, evidently to a steamer that was crossing from Kowloon to Hongkong. After blowing this long blast the launch stood on her course without faltering her helm, until she reached the *Empress's* stern, when she went to starboard.

Kwok Fuk Shing, the defendant, asked for an explanation, said there was something wrong with the whistle. He intended to blow a short blast to give notice to another launch that he was going straight ahead; one blast meaning that he was going straight ahead. This explanation was unacceptable, and the man was fined \$5, or seven days.

## ALLIED LIBRARY.

A SANITARY INSPECTOR ON TRIAL.

The case was continued before Mr. F. A. Hazeland, at the Police Court, this afternoon, in which Francis Ward, sanitary inspector, was charged with accepting bribes.

Mr. F. B. L. Bowley, of Messrs. Denny and Bowley, Crown Solicitors, appeared for the prosecution, while Chief Detective Inspector Hanson watched the case for the police. The defendant was represented by Mr. E. J. Grist, of Messrs. Wilkinson and Grist. Several sanitary inspectors were in attendance at the Court.

Mr. Bowley, before the case was opened, said he wished to alter the charges as previously reported, and substitute the following:—

1. That Francis Ward then being a public servant, to wit, a Sanitary Inspector, did unlawfully accept from one Chan Tsun a bribe, to wit, the sum of \$30, with a view to influence his conduct as such public servant in relation to a latrine at No. 2 Gough Street, on the 7th day of December, 1904, at Victoria in this Colony.

2. That Francis Ward then being a public servant, to wit, a Sanitary Inspector, unlawfully did accept from one Chan Tsun a bribe, to wit, the sum of \$10, with a view to influence his conduct as such public servant in relation to a latrine at No. 2 Gough Street, on the 19th day of April, 1905, at Victoria in this Colony.

3. That Francis Ward then being a public servant, to wit, a Sanitary Inspector, unlawfully did accept from one Chan Tsun a bribe, to wit, the sum of \$10 with a view to influence his conduct as such public servant in relation to a latrine at No. 29 First Street, on the 10th day of August, 1905, at Victoria in this Colony.

4. That Francis Ward then being a public servant, to wit, a Sanitary Inspector, unlawfully did accept from one Chan Tsun a bribe, to wit, the sum of \$15, with a view to influence his conduct as such public servant in relation to a latrine at No. 29 First Street, on the 25th day of August, 1905, at Victoria in this Colony.

5. That Francis Ward then being a public servant, to wit, a Sanitary Inspector, unlawfully did accept from one Chan Tsun a bribe, to wit, the sum of \$20, with a view to influence his conduct as such public servant in relation to a latrine at No. 29 First Street, on the 24th day of December, 1905, at Victoria in this Colony.

6. That Francis Ward on divers dates in the month of June, 1906, at Victoria in this Colony unlawfully and in order to obstruct the due course of justice did endeavour to dissuade the said Chan Tsun from appearing and giving evidence before the Commissioners appointed under the Commissioners Powers Ordinance, 1886, to inquire into the working of the Public Health and Buildings Ordinance, 1903.

In giving the particulars of the case, Mr. Bowley said that accused was a Sanitary Inspector appointed by the Governor, at the request of the Sanitary Board. On 1st March, Mr. Bowley continued, the accused was attached to No. 5 Health District as District Inspector until the end of June last year when he was transferred to No. 4 District for one month. At the beginning of August last year he was transferred to No. 9 and continued as district inspector in that district until May this year, and then he went to No. 10 district. As district inspector in charge of inspecting public latrines it was his duty to see the by-laws relating to latrines were properly complied with. His duty also was to visit each latrine in his district every morning to see if they were in proper condition.

At this stage, Mr. Bowley gave the particulars, which will be found in the charges. Chan Tsun, whose name appears in the charges, is the son of one Chan Pui, who is the owner and lessee of a number of latrines in Hongkong. Chan Tsun is the manager of the latrines and looks after the business for his father, and in the course of his occupation comes in contact with sanitary inspectors. He visited the different latrines every morning to collect money, while the sanitary inspectors were there to see that the place is properly cleaned. In this way both met, and an order given to Chan Tsun by the sanitary inspector must be carried out. There was also a latrine owned by Chan Pui, and managed by his son, in Gough Street. Chan Tsun made defendant's acquaintance at the Gough Street latrine, and on 7th December, 1904, he made a payment of \$30 to accused at his house in Po Hing Fong. At Christmas time last year Chan Tsun asked defendant what he wanted in the shape of presents. Accused replied that he did not want wine, but money. On December 24th Chan Tsun went to defendant's house and handed him \$20. On the 28th June this year the Sanitary Commission subpoenaed Chan Pui and asked him to bring his books to be examined by the Commission. Five days later Chan Pui received a message from the prisoner and a meeting between them took place in the district office at Pokfulam. It was there that defendant requested Chan Pui to try to get his son, Chan Tsun, to quit the Colony at once, until "all this trouble had blown over."

Defendant also threatened Chan Pui, if his son did not leave Hongkong.

Dr. Francis Clark, P. C. M. O., was the first witness for the prosecution, and he gave a description as to the different work allotted to sanitary inspectors.

Senior Sanitary Inspector T. P. Connolly, of Nos. 9 and 10 districts, said he had been in charge of those districts since 1902. The defendant was a district inspector under witness up to the time of his arrest. Defendant joined witness's district on August 1st, 1905, and was transferred on 1st May, 1906.

Detective-sergeant J. J. Watt stated that on 22nd June he served Chan Pui with a subpoena issued by the Sanitary Commission. Chan Pui lived at No. 2, Water Street. Later witness accompanied Chan Pui to the detective office, with his books. Witness then left Chan Pui in charge of a Chinese sergeant.

Cross-examined, witness said the subpoena was returnable at 2.15 p.m. the same day. Witness was not ordered to arrest Chan Pui, but asked him to accompany him to the detective office so that he could be directed to the place where the Commission was sitting. Witness got his instructions from Chief Detective Hanson.

Re-examined, witness said, in addition to the subpoena for Chan Pui, he had served subpoenas on other people for the Commission.

At this stage, Mr. Bowley asked for an adjournment, which was allowed by the Court until to-morrow afternoon. Bail \$1,000.

## ANOTHER SANITARY INSPECTOR ARRESTED.

ALLEGED ACCEPTANCE OF BRIBES.

It was reported, as we went to press this afternoon, that another sanitary inspector had been arrested by virtue of a warrant. We could not obtain the name of the inspector under arrest, but rumour says that his arrest was ordered by the Sanitary Commission on a charge of bribery. The sum alleged to have been accepted by inspector being \$300.

## THE DISPUTED SIGNATURE.

Adjourned from Friday last the case in which Sudha Singh, Indian watchman at the Sugar Refinery, sued Ha Hau, a fitter employed at the same place, for the recovery of the sum of \$30, due on a promissory note alleged to have been signed by the defendant, a Hau, was resumed before His Honour, Mr. A. G. Wise, Puisne Judge, presiding in the Summary Court, this morning.

Mr. R. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiff, and the defendant appeared in person.

It will be remembered that at the last hearing complainant positively swore to Ha Hau's being the man to whom he lent the money in question, and to his signing the promissory note produced, subsequently paying \$3 for two months' interest. Defendant positively swore that he had never borrowed any money from the plaintiff, that he had never paid him \$3 on account of interest, and that he had never seen the man before. It was pointed out to him that they were both in the same employ, when he replied that he was a day-worker, and if the complainant was employed there he might be a night watchman, and that was why he had never seen him.

Mainiff said there were other people present in the shop who saw defendant sign the note and receive the money, and called one of his co-religionists, Channan Singh, who swore that he was present on the occasion. He recognized defendant as the man who signed the promissory note and who received \$30 from Sudha Singh, but he said it was in a shop near the Wanchai market, whereas the plaintiff had stated that it was a shop opposite Jardine's Bazaar. Specimens of the defendant's signature were then taken by the Court interpreter, but that threw no light on the matter, and confusion became worse confounded. It was then suggested that the plaintiff should try to find the shop where the note was signed and the people who signed it, as the only means of unravelling the mystery, and the case was adjourned for the purpose till to-day. When the case was called on to-day, however, the plaintiff had to admit his failure to find either the shop or any of the people who were in it on the occasion of the signing of the note, and asked for another adjournment for the purpose of securing the evidence of one of the European assistants at Sugar Refinery.

The case was accordingly adjourned until to-morrow, Thursday, at 10.15 a.m.

## BREACH OF CONTRACT.

Before His Honour Mr. A. G. Wise, Puisne Judge, presiding in the Summary Jurisdiction Court this morning, the Fook Hing firm (No. 9) Jervois Street, sued Chan Mi La, of 134 Des Vaux Road, for recovery of the sum of \$768.99, being as to \$378.09, balance for goods sold and delivered, and \$390.90, damages for breach of contract for the purchase of 22 bales of cotton yarn.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiff, the defendant neither appearing in person nor by representation.

His Honour: I see Mr. Dixon accepted service of the writ for the defendant, but he is not here. Very well, call the plaintiff and prove your claim.

Plaintiff was called, the claim proved, and judgment was given for him with costs.

## FIGHTING SHAMEN.

DID THEY DISOBEY ORDERS?

A case which will be of interest to mariners was heard at the Police Court this morning when three men employed on board the *Indo-China* Steam Navigation Company's steamer *Lai Sang*, were charged with "disobeying the lawful commands of the captain," yesterday in the harbour.

Mr. P. W. Goldring, of Messrs. Goldring and Marlow, appeared on behalf of the captain of the *Lai Sang*.

The men, who had probably been schooled before appearing before Mr. Hazeland, denied the charge.

Mr. Goldring said that of late there had been much trouble on board this steamer, between the Chinese employees and Indian passengers. The first two defendants were saloon cooks and the third accused the comrade's boy. They were warned by the captain lately not to fight with the Indians, and they had disobeyed his order, and during the last fight several Indians were scalded with boiling water.

His Worship held that the defendants could not be held guilty of disobedience.

Mr. Goldring—They disobeyed his lawful commands, your Worship.

His Worship—Supposing I ordered a man not to steal and he stole, that would not be—

Mr. Goldring—That is a lawful command. His Worship—No. I cannot convict the defendants under this charge. You can have the defendants charged with fighting.

Mr. Goldring—Very well, your Worship. The charge was accordingly altered, and the defendants pleaded guilty to fighting.

Mr. Goldring submitted that they had had plenty of trouble with the men, and suggested that they be made an example, so that it would be a lesson to others.

His Worship fined each accused \$5, and bound them over in the sum of \$100 each to be of good behaviour for six months.

In the Summary Court this morning, when His Honour Mr. A. G. Wise, Puisne Judge, took his seat, addressing Mr. E. J. Grist, he remarked that he would like to call the attention of the solicitors to the way in which their writ forms were printed. Some were so printed as, when properly folded, to open from left to right, and others from right to left, which, when there was a big bundle of them before the Court, caused a good deal of confusion. He did not think which way they were printed so long as there was uniformity, and he hoped they would give the matter their attention.

## STRIKE AT AMOY.

NIGHT-SOIL COOLIES THREATEN TO RIOT.

[From a Correspondent.]

Amoy, 18th August.  
A strike, which threatens to be very serious, is now going on here. It appears that the Amoy City Magistrate thought he would augment the official revenue by the institution of a new tax on night-soil boats. These boats have hitherto been free from taxation of any kind, and when the demand for payment of this tax was made they took concerted action and refused to pay or acknowledge the new tax. All the night-soil boats are consequently on strike, until such time as the above tax is abolished. In the meantime, the consequences of this strike are getting serious, as the city refuse is multiplying, and the foul stench is abominable, and will no doubt be responsible for numerous cases of sickness. The officials have hired corps of coolies to remove the offal, and clear all the city latrines, but as this is all dumped into the harbour instead of being carted away in boats as formerly, the nuisance may be regarded as a serious one. Some of the soil boat men are agitating for a riot, but the officials will no doubt prevent trouble, though the Chinese say that trouble will surely follow unless this tax is abolished. Further developments are expected, but it is to be hoped that they will be peaceful ones.

THE EMPEROR'S BIRTHDAY.  
The anniversary of Emperor Kwang Hui's birthday was joyfully celebrated by the Chinese in Amoy. A most unusual sight met the gaze of foreigners here, when they saw on the morning of the 15th inst. all the Chinese shops decorated with the Imperial Dragon flag, and festoons of flowers and green stuffs over the doorways. As a rule, the Chinese don't go in for sporting their national flag on public holidays, and it was therefore a very interesting sight to see whole streets of shops with dragon flags flying from the roofs of the various hoags.

The usual processions, PUNCH and Judy shows, and open-air entertainments took place in various parts of the City of Kulangsu, and more greatly admired by large throngs of onlookers. At night there was a number of open air theatres, and a large number of houses, hoags, etc., were illuminated. The Lung Wei Institute looked very well, illuminated by hundreds of lanterns and fairy lights.

An unusual feature was the arrival of a number of flower-boats from the Chio Be district, and as these boats are very seldom seen in Amoy, they were a great attraction to some of the younger Chinese. The steam-launches did a big day's work in bringing down hundreds of sightseers from the country and taking them back again.

SMART CAPTURE OF THIEVES.  
Since the advent of Mr. Mitchell, the new superintendent of police in Kulangsu, robberies have decreased wonderfully, and a lot of stolen goods has been recovered, and returned to the rightful owners when they could be ascertained. A rather bare-faced robbery occurred last week at a foreigner's house in Kulangsu, where a number of jewels and other valuables mysteriously disappeared, whilst a party was in progress at the time in the house.

On the theft being noticed by the inmates of the house, the police were notified, and acting promptly the Superintendent of Police surrounded the house and searched the servants. One of these "squealed" and gave the others away, and most of the stolen articles were discovered in some bushes just outside the house. An exemplary sentence from the Mixed Court Magistrate ought to go a long way towards suppressing similar attempts in the future.

NEW BANK OPENED.  
A new bank was opened in Amoy on the 15th instant under the name and title of the "Sin Leong" Bank (literally, the "Letter-use" bank). This new venture is financed by Mr. Lim See Poo, a recognised Chinese capitalist, and seems to have jumped into popular fancy at once, as quite a number of the leading native merchants have transferred their business to the new establishment.

ALLEGED FRAUD BY TRICK.  
HEAD GARDENER UNDER ARREST.

At the instance of Inspector Ritchie, the head gardener (Lo Kwai) of the Botanical Gardens was arraigned before Mr. H. J. Comprix, at the Police Court this morning, on a charge of receiving the sum of \$150 from a farmer named Wong Ioi, on the 19th instant, by means of false pretences. The accused pleaded not guilty and intimated that it was his intention of engaging a lawyer. On the 19th instant, as alleged, the defendant went to a certain house at Tai Hang village to visit some friends. At the house he met the farmer and, during a conversation, it was said the farmer intended accused \$150 for the latter to get him a licence to cut trees on Crown land. The defendant was alleged to have accepted the money, saying that he would get him the required licence. After several days of waiting the farmer visited accused and spoke about the licence. The accused said he could not obtain it, and when asked to return the money refused to do so.

The case was adjourned.

SINCE the action of the Commission in regard to lottery tickets the mails have been carefully watched, with the result that the other day a letter addressed to Evaristo Francisco containing ten Macao lottery tickets, was discovered, and the tickets seized and destroyed, reports the *Manila Callers*. Just before the Act of the Commission, 68 whole tickets were brought in by a Chinaman for a man named Kennedy who is well known to the Customs secret service men. Kennedy admitted that the tickets were for him and the Collector decided that Mr. Kennedy would have to pay \$185 gold, as a fine for inducing the smuggling of the tickets. As the destroying act had not then been passed the tickets will be returned to the sender in Hongkong. The new law, however, prohibits the sending or receiving of the tickets through the mails so the Collector will have to send them by messenger to Hongkong. They will probably be taken over by some shipmaster.

## H.K. WATER POLO SHIELD COMPETITION.

The R. E. are playing the "G" Co., R.W.K., to-morrow afternoon. The Royal Yacht Club are playing the R.E. on Saturday afternoon. The Royal Hongkong Yacht Club have arranged to play off their tie on 30th August with the Band, R.W.K.

In the friendly match played at the V. R. C. on Monday, the Eastern Extension Telegraph Staff beat the Royal Hongkong Yacht Club by 2 goals to 1. The Yacht Club had to take three new players who did not know the game very well. It is believed the Yacht Club intend to play the Eastern Extension staff again.

## COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Noon.  
Buyers:—Hongkong Fires \$324. China Fires \$91, H.K. C. and M. Steamboats \$27, Indo-China \$75, China and Manilla \$22, Shell Transports \$7. Kowloon Wharfs \$106, Shanghai Docks \$110, Hongkong Wharves \$124, Hongkong Hotels \$120, Cottons \$15, China Providents \$25, Dairy Farms \$17, Tramways \$25, China Lights \$10.

Sellers:—Unions \$800, Canton Insurances \$330, Shell Transports \$76, China Sugars \$147, Raubs \$74, Hongkong Docks \$144 ex div., West Points \$50, Humphreys Estates \$114, China Borneo \$12, Cements \$24, Electric \$15, Ropes \$29, Watsons \$13.

Sales:—Hongkong Docks \$144 ex div., Dairy Farms \$17.

Nominal:—Hongkong Banks \$835 ex div., National Banks \$47, Douglas \$47, Hongkong Bonds \$110, Teas \$236, Lowells \$14.

TO-DAY'S EXCHANGE.

Selling.  
London—Bank T.T. .... 2 1/16  
Do. demand ..... 2 1/16  
Do. 4 months' sight ..... 2 1/16  
France—Bank T.T. .... 2 1/16  
America—Bank T.T. .... 2 1/16  
Germany—Bank T.T. .... 2 1/16  
India—T.T. .... 139  
Bangkok—Bank T.T. .... 9 1/2  
Singapore T.T. .... 9 1/2  
Japan—Bank T.T. .... 104 1/2  
Sovereigns ..... 9 3/4

Buying.  
4 months' sight L.C. .... 2 1/2  
6 months' sight L.C. .... 2 1/2  
30 days' sight San Francisco & New York ..... 52 1/2  
1 months' sight do. .... 53 1/2  
10 days' sight Sydney and Melbourne ..... 2 1/2  
4 months' sight France ..... 2 1/2  
6 months' sight do. .... 2 1/2  
4 months' sight Germany ..... 2 1/2  
Bar Silver ..... 30 1/16  
Bank of England note ..... 31 1/2  
Sovereigns ..... 9 3/4

CHOI Tim, a fireman, residing at No. 38, Centre Street, was arraigned before Mr. H. J. Comprix, this morning, at the Police Court, by Inspector Ritchie, for snatching from a Chinese woman, in Market Street, yesterday, a gold ear-clip, valued at \$5.30. Evidence was heard to the effect that accused snatched the ear-clip from the woman while she was purchasing something from a stall and bolted, but was captured by other coolies. He was sentenced to three weeks' hard labour and six hours' stocks.

Today's Advertisements.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that W. K. & C. PEACE, LIMITED, of Eagle Works Sheffield, England, Steel, File and Tool Manufacturers, have, on the 14th day of August, 1906, applied for the Registration in Hongkong in the Register of Trade Marks of the following Trade Mark:—

in the name of W. K. & C. PEACE, LIMITED, who claim to be the proprietors thereof.

The Trade Mark has been used by the applicants since the year 1888, in respect of the following goods:—

Eagle Tools in Class 12.  
Dated the 20th day of August, 1906.

JOHNSON, STOKES & MASTER,  
Solicitors for the applicants,  
8, Des Vaux Road Central,  
Hongkong.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLEUCH,"  
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 25th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 11 A.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 22nd August, 1906. [86]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "CATHERINE APCAR,"  
Captain W. D. A. Thomas, will be despatched for the above Ports, on TUESDAY, the 28th instant, at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.  
Hongkong, 22nd August, 1906. [89]

## Intimations.

## THE ROBINSON PIANO CO., LD.,

ARE SHOWING

## HIGHEST CLASS

## PIANOS,

THE LEADING MAKERS

OF

THE WORLD.

Steinway,

Bechstein,

Bluthner,

Winkelmann,

Collard &amp; Collard,

Hopkinson,

Haake,

Krauss, &amp;c.

CASH or CREDIT,

OR ON

HIRE FROM \$10 PER MONTH

INCLUSIVE.

Hongkong, 22nd August, 1906. [88]

IF YOU KNOW A GOOD

"SCOTCH"

when you taste it you will appreciate the many good qualities

OF

D. &amp; J. McCallum's

"PERFECTION" WHISKY.



Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"CYCLOPS"	23rd August.
GLASGOW and LIVERPOOL	"BELLEROPHON"	27th "
GLASGOW and LIVERPOOL	"KINTUCK"	30th "
GLASGOW and LIVERPOOL	"TEENKAI"	6th September.
GLASGOW and LIVERPOOL	"MACHAON"	6th "
GLASGOW and LIVERPOOL	"MOYUNE"	13th "
GLASGOW and LIVERPOOL	"AGAMEMNON"	13th "
GLASGOW and LIVERPOOL	"CALCHAS"	20th "
GLASGOW and LIVERPOOL	"MENELAUS"	27th "
GLASGOW and LIVERPOOL	"NINGCHOW"	27th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th August.
* MARSEILLES, HAVRE & LIVERPOOL	"ALCINOUS"	30th "
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	11th September.
* GENOA, MARSEILLES & L'POOL	"PELEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	25th "
* HAVRE, ROTTERDAM & L'POOL	"KINTUCK"	30th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH  
THE NORTHERN PACIFIC RAILWAY CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"BELLEROPHON"	30th August.
	"NINGCHOW"	29th September.

WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"STENTOR"	8th September.

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 21st August, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
TAMSUI	"TIENSIN"	23rd August.
CEBU and ILOILO	"SUNGKIANG"	25th "
TIENSIN	"KWEICHOW"	25th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	27th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 21st August, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewards carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 1st Sept., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 8th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 18th August, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL,  
(With Liberty to Call at the Malabar Coast).

Steamship	About
"JOHN HARDIE"	25th August.
"SOUTH AMERICA"	10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 15th August, 1906.

Dentistry.

Dr. M. H. CHAUN,  
THE LATEST METHOD  
OF THE  
AMERICAN SYSTEM OF DENTISTRY,  
37, DES VEXES ROAD CENTRAL,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 12nd July, 1905.

THIN TING.  
LATEST METHODS OF DENTISTRY.  
STUDIO AT NO. 14, D'AGUIAR STREET.  
REASONABLE FEES.  
Consultation Free.  
Hongkong, 10th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA  
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS	DESTINATIONS	TO SAIL
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.
SUEVIA	SHANGHAI, YOKOHAMA AND KOBE	5th September.
SEGOVIA	SHANGHAI, YOKOHAMA AND KOBE	13th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	28th September.

OUTWARD.

STEAMERS	DESTINATIONS	TO SAIL
* SILESIA	NAPLES, HAVRE, BREMEN AND HAMBURG, Via SINGAPORE, PENANG AND COLOMBO	6th September.
HELVETIA	HAVRE AND HAMBURG, Via SINGAPORE, PENANG AND COLOMBO	10th September.
* SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG, Via SINGAPORE, PENANG AND COLOMBO	20th September.
* LIBERIA	HAVRE AND HAMBURG, (Calling at SINGAPORE, PENANG & COLOMBO).	22nd September.

HOMEWARD.

STEAMERS	DESTINATIONS	TO SAIL
SENEGAMBIA	HAVRE AND HAMBURG, Via SINGAPORE, PENANG AND COLOMBO	2nd October.
SEGOVIA	HAVRE, BREMEN AND HAMBURG, Via SINGAPORE, PENANG AND COLOMBO	16th October.
HABSBURG	NAPLES, HAVRE AND HAMBURG, Via SINGAPORE, PENANG AND COLOMBO	30th October.
BRISGAVIA	HAVRE AND HAMBURG, Via SINGAPORE, PENANG AND COLOMBO	13th November.

STEAMERS	DESTINATIONS	TO SAIL
SITHONIA	HAVRE AND HAMBURG, Via SINGAPORE, PENANG AND COLOMBO	27th November.
RHENANIA	HAVRE AND HAMBURG, Via SINGAPORE, PENANG AND COLOMBO	11th December.

\* This steamer, specially built for the tropics, has splendid accommodation for first class  
passengers. Very large, well-ventilated cabins, each provided with two beds (no bunks), sofa,  
table, two wardrobes, two washstands, electric fan, etc., large elegantly furnished saloons,  
smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and  
Washermen.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,  
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be  
followed by s.s. "HABSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

STEAMERS	DESTINATIONS	TO SAIL
† LYDIA	SHANGHAI AND CHINKIANG	THURSDAY, 23rd inst., (Freight and Passengers.)
DAPHNE	NAGASAKI AND VLADIVOSTOCK	End of August.
† KOWLOON	SHANGHAI AND CHINKIANG	Freight and Passengers.

\* Taking Cargo at through rates to Tsingtao and Chemulpo.  
† Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE.

For steamers of the Coast Service marked † to  
SIEMSEN & CO.

Hongkong, 21st August, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

FOR	STEAMSHIP	ON
SGAPORE, PENANG & CALCUTTA	"LAISANG"	THURSDAY, 23rd August, 3 P.M.
SHANGHAI VIA SWATOW	"FOOTING"	THURSDAY, 23rd August, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 24th August, 4 P.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 21st August, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meiser	September 16th.
"NUMANTIA"	4,370	Feldtmann	October 9th.
"ARABIA"	4,483	Metzenhain	"

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

S. SILVERSTONE, Agent.

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,  
(Calling at Manila, Port Darwin and  
Queensland Ports, and taking through Cargo to  
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"  
Captain Powell, will be despatched as above,  
on SATURDAY, the 1st September, at Noon.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Chamber  
which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with  
the Electric Light.

A Stewardess and a duly qualified Surgeon  
are carried.

N.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 2nd August, 1906.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"RADNORSHIRE"  
will be despatched for the above Ports, on  
or about the 20th of September.

For Freight and Passage, apply to

SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 17th August, 1906.

Shipping—Steamers.

"BEN" LINE OF STEAMERS.

FOR LONDON.

THE Steamship  
"BENVORLICH,"  
Captain McIntosh, will be despatched as  
above, on or about 24th instant.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 20th August, 1906.

ORIENTAL PACIFIC LINE.

FOR MOJI, KOBE, YOKOHAMA AND  
SAN FRANCISCO.

THE Steamship  
"TONAWANDA"  
will be despatched for the above Ports, on or  
about the 25th instant.  
For Freight and further particulars, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 22nd August, 1906.

Consignees.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

NOTICE TO CONSIGNEES.

THE Company's Chartered Steamship

"GLENFARG,"  
having arrived in port, Consignees of Cargo  
are hereby requested to send in their Bills of  
Lading for countersignature, and take im-  
mediate delivery from alongside.

Cargo impeding discharge or remaining on  
board after 6 o'clock P.M., THURSDAY, the  
23rd instant, will be landed and stored at  
Consignees' risk and expense and Kowloon  
Wharf Co.

Torn, chafed and otherwise damaged Cargo  
will be examined on SATURDAY, the 25th  
instant, at 10 A.M.

No Fire Insurance will be effected.

K. MATSUDA,  
Manager,  
York Building.  
Hongkong, 21st August, 1906.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM LONDON, ANTWERP, & PORTS.

THE Steamship

"GLENLOGAN"  
having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Limited, at Kowloon,  
where each consignment will be sorted out  
mark by mark, and delivery can be obtained  
as soon as the Goods are landed.

Optional Goods will be carried on unless  
instructions are given to the contrary before  
4 P.M., TO-DAY.

Goods not cleared by the 27th instant will  
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the steamer's arrival.

No claims will be recognized if not presented  
within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.

Hongkong, 20th August, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOCOTRA,"  
FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed at their risk into the  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo—  
From London, &c.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
6 hours.

Goods not cleared by the 24th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignee's  
and the Company's representative at an  
appointed hour.

All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognized.

No claims will be admitted after the Goods  
have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 18th August, 1906.

FROM HAMBURG, ANTWERP, PENANG  
AND SINGAPORE.

THE H. A. L. Steamship

"SLAVONIA,"  
Captain Porcelius, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-  
DAY.

Any Cargo impeding her discharge will be  
landed into the hazardous and/or extra hazard-  
ous Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Limited, and stored at  
Consignees' risk and expense.

All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognized.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 22nd August, will be  
subject to rent.

All broken, chafed and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 22nd August, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 16th August, 1906.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"OCEANA,"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex S.S. China, Persia  
and Himalaya.

From Italy.

From Australia.

From Calcutta.

From Persian Gulf, ex B.I.S.N. and B. &

P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
6 hours.

Goods not cleared by the 28th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged Packages must be left in the  
Godowns for examination by the Consignee's  
and the Company's representative at an  
appointed hour.

All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognized.

No Claims will be admitted after the Goods  
have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 21st August, 1906.

S.S. "POLYNESIA."

COMPAGNIE DES MESSEAGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex  
s.s. Dordogne, and from Bourdeaux ex  
s.s. Verbeke, in connection with above  
Steamer, are hereby informed that their  
Goods, with the exception of Opium, Treas-  
ure and Valuables are being landed and  
stored at their risk into the hazardous and/or  
extra hazardous Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
at Kowloon, whence delivery may be obtained  
immediately after landing.

Optional Cargo will be forwarded on unless  
instructions are received from the Consignees  
before 9 A.M., TO-MORROW, requesting it  
to be landed here.

Bills of Lading will be countersigned by the  
Undersigned. Goods remaining undelivered after  
MONDAY, the 27th August, at Noon, will be  
subject to rent and landing charges.

All claims must be sent in to me on or before  
the 27th August, or they will not be recognized.

All damaged packages will be examined on  
MONDAY, the 27th August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 20th August, 1906.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Con-  
signees of Cargo are hereby informed that  
their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed  
at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the  
24th instant, will be landed at Consignees' risk  
and expense into the hazardous and/or extra  
hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo



## Intimations.

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,  
Manager.

## FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,  
司公隆國李

CABINET-MAKERS AND ART DECORATORS,  
from Shanghai, has re-opened their  
FURNITURE STORE

No. 35, DES VEOUX ROAD CENTRAL.  
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order in any design required.

Have been patronised by the Hongkong Club,  
Hongkong Hotel, Telegraph Co., Messrs. A.  
S. Watson & Co., Ltd., and other leading  
Establishments in the Colony, to whom  
reference may be made as to the Superior Work-  
manship and Materials of the Furniture, &c.,  
supplied.

Messrs. A. S. Watson & Co., Ltd. write as  
follows:—

"We have pleasure in stating that Mr. LI  
KWONG LOONG furnished the Annex to  
our Dispensary and gave us every satis-  
faction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and  
CHARGES most moderate.

AN INSPECTION INVITED.  
Hongkong, 1st March, 1906.

## CHINESE PIRATES.

An American oil steamer having been attacked with complete success and perfect impunity last month, the pirates last week made a far more murderous and daring attack upon the British steamer *Sai-nam*, which was apparently a kind of feeder or connection in the trading operations of the Hongkong, Canton, and Macao, the China Navigation, and the Indo-China Steam Navigation Companies, who are her owners. Now, as the *Sai-nam* was supposed to be fully protected from attack by an armed Indian guard, and by carrying arms for her crew, the writer would like to know what the sentries were doing, and why none of these men were killed or wounded! For a Chinese first-class passenger who attempted to resist was promptly killed, and the Rev. Dr. MacDonald was murdered whilst attending to the dangerously wounded captain; the chief engineer, too, was also apparently left for dead by the pirates. Fortunately, none of the usual summer "crowd" of trippers was on board, or there would have been many more murders doubtless. The attack was of the usual pattern, except that, the incentive was neither specie nor opium, but a consignment of rifles and ammunition for Government, which certain other folks besides pirates always pay liberally to get hold of. The pirate who had taken passage in the *Sai-nam* had evidently not been searched for concealed weapons, and they, of course, handed her over to the usual two fast craft who appeared on the scene at the appointed time to carry away the plunder and the piratical passengers. Now, although it is true that large ocean-going steamers have been seldom meddled with in recent years, yet

THE FREQUENCY OF PIRATICAL ATTACKS on small steamers and large native sailing craft which carry on our trade locally in waters too shallow for great ships to navigate inflicts serious injury on our commerce. These attacks, too, will become more frequent with the general introduction of stern-wheel steamers similar to the *Sai-nam*, because their light draught enables them to navigate the shallow water trade routes, and that is just where pirates abound; besides, as these small steamers usually fly the British flag, which (since "C.B.") has hitherto meant protection, the most valuable cargoes and the most wealthy passengers are generally attracted to these. Now, the reason of these frequent outbreaks of piracy is not far to seek, for an entirely wrong policy is pursued in the attempts made for their suppression. Official "Despatches," "Reports," and "Questions," all correctly tied up with red tape or yellow silk, as needed, no doubt, as sometimes are the services of

THE RELATED GUNBOAT, whose smoke, did arrive in time, would give her away to the pirates an incredible number of miles off in that clear atmosphere. Also, piracy cannot be put down by even British gunboats, much less Chinese, though, of course, they must always be "on hand," else these gentry would overrun the entire coasts and waterways. Its suppression is a matter for an Intelligence Department. The writer speaks from knowledge here, and what he has done could be done again. Given an English officer, who has been many years amongst the Chinese, who knows them thoroughly, and is known and liked by them, whilst not afraid to risk his own skin in native clothes, and who understands the "little" of the pirate and—equally important—of the informer also; if such a one were loyally backed by our "F.O." and the Cantonese Viceroy, and these should permit him to choose his own men, in two or three years piracy would be seen to assume very modest proportions indeed. But half the work would have to be done on shore. There would be no risk of friction with Peking, or Canton either, to be feared, unless through German mischief-making by misrepresentation. Peking Mandarinism—if left alone—would merely be mildly amused at our taking the trouble to interfere with such an "old custom." I suppose of recent years there has been no one willing to attempt to "bell the cat," but this is how the writer used to do it.

## PRACTICAL SUGGESTIONS.

The first step, reliable informers; the second, a sufficient number of well-trained Chinese of fighting race—the equivalent of our marines and seamen—cool and r fire or if taken at a disadvantage. Mutual confidence between officer and men there must be too. The third step, the charter of two nearly new and very fast native vessels mounting some good and fairly heavy smoothbore guns, for the fighting will be at close quarters usually. These vessels must be such as usually carry valuable cargoes and wealthy passengers. A small breech-loading rifle-gun throwing percussion shell would be useful if placed in one. Anchors and chains and sundry fittings, as well as carbines, ammunition, lamps, provisions, and stores sufficient for a fortnight would need to be placed in each, of course. Then these vessels might be carefully restored to their original appearance, and a rumour spread of their valuable cargoes, the property of wealthy native passengers on board—on deck, bogus cargo and passengers should be in evidence—whilst all these preparations would be made in a secluded part of a distant district, which, for any reason, was known to be free from the pirates' spies. Such vessels should be chartered from owners capable of keeping their mouths shut, and these men must be guaranteed against injury in person or property resulting, those of their crews who would fight being retained. The last step is to obtain carefully drawn out lists and descriptions of the hongs (storekeepers) who are fitting out the piratical expeditions, and who usually dispose of the plunder. But the punishment of these men is another matter, for they are wealthy, and "money makes the (Mandarin) more to go" in any direction required in China. Still, the heads of the rascality and the most dangerous of the desperadoes would be trapped red-handed and killed off. This course succeeded in the case of one of the most dangerous and bloodthirsty of these organizations that had existed during the last half-century, for the writer was by these means enabled to capture five of their seven vessels; the remaining two were reported to have been sailed away some 1,200 miles into the interior, and then been run ashore and turned into furmhouses! Ex-niratical "Peggy's" dwelling, as it were. But China is a curious country. Of course, there is always the danger of the catcher being caught and overwhelmed, but, to the writer's thinking, it is little

BRITISH STERN-WHEEL RIVER GUNBOAT of the *Sandpiper* type, which one had to do patrol duty along one thousand miles of the West River—she being only about ninety-nine feet long, and carrying a crew of one dozen British and half a dozen Chinese bluejackets, with two little six-pounder popguns, and steaming about nine knots—had, some dark night, got amongst big piratical junks carrying hundreds of men and plenty of twenty-four-pounder guns, she would be overwhelmed too, though such vessels much more often appear to smugglers and rebels than pirates, fortunately. Still, when at anchor,

A SWARM OF SNAKE BOATS from the shore, approaching silently, on a pitch dark night, would be even more dangerous to such a tiny craft than to the two chartered vessels I have named. Besides, just as you cannot make omelettes without breaking eggs, so the suppression of piracy means the trouble of putting on diplomatic pressure from home, and personal risk in China to some officer who will undertake to do the work there. As to whether this is worth while, my readers must judge after reading an extract or two from the

## RECORD OF THESE MURDEROUS

## DESPERADOES.

Here is one from '97 to '98, when British local trade was almost brought to a standstill by pirates, so numerous were the outrages they committed on the trade routes. Now, during this period there were nearly eighty cases of piracy upon the Canton and West Rivers and the neighbourhood of Hongkong. In fact, the pirates in their armed vessels were practically master of the great West River. Of course, the Red Ensign was the principal sufferer. Here is a typical case. In January, 1900, the small British steamer *Lily* cleared from Canton, bound to the treaty port of Whampoa, with between sixty and seventy passengers on board, and, after landing about a dozen of these there, continued her voyage. But on passing San-Tung over a score of pirates, who were amongst the remaining passengers, drove the captain and crew below and seized the vessel. The *Lily* was then headed for Shin-tai, where two fast piratical craft met her, put some thirty more desperadoes, with a supply of arms, ammunition, provisions, and coal on board, and the *Lily* then started on a piratical cruise! First a native trader was held up and relieved of her cargo of coal, and the armament she carried to protect them! Next morning, off Heung-shan, the *Lily* fell in with the *Shak-Hi*, a native trader, in tow of the small steamer *Kuan-Tung*. The latter was then attacked by rammings. The pirates, however, came off second best in the encounter, for their opponent was a very strongly built little vessel, but they eventually took both steamer and sailing vessel by boarding. After plundering these the pirates abandoned the badly-injured *Lily* transferring themselves, her armament, and their plunder to a new prize, the steamship *Kuan-Ki*. Later in the day, when there were no traces of the pirates to be seen, there came the usual appearance of the belated gunboat, but this did not save the badly-injured *Lily* safely back to Canton. I believe, however, that some of the "Lily" pirates were amongst the piratical crew who fired upon the steam cutter and boats of H.M.S. *Towad*. Now, Tah-tung and Kong Moun always used to be, and I believe still are, just

NESTS OF THESE PIRATICAL HORNETS; one is situated well up the West River, the other at its mouth. There is no doubt, too, that the Lo-tung River, which discharges into the West River near the city of Tah-tung, was, and is, one of the principal centres, if not the principal centre, of piracy in the southern provinces of China. This river is only navigable

for light-draught vessels for about fifty miles from its mouth—that is, as far as the great commercial centre of Lo-tung. So it ought to be comparatively easy at any time when the piratical crews and their plunder might be reckoned on to be there (provided they get no wind of the preparation for it), to get up a sufficient force for a sudden raid, and then smoke out these hornets' nests; for the merchants and traders of this district, which is an extensive centre of the export of the valuable cassia oil, have been compelled to pay heavy blackmail to the pirates in order to secure their exports and imports from molestation. Now, as this is a matter that affects us, the British Consul at Canton, of course, used to frequently remonstrate, and suggest that some action should be taken. At last even THE ANTI-BRITISH LI HUNG CHANG, who was then Viceroy, had "to do something," so he sent up some obsolete torpedo-boats that were still capable of some sixteen miles an hour. Result—heavier blackmails, because more officials had to "stand in," and several torpedo-boats turning an honest penny by plying for hire as tugboats Official China never changes. This week one of those same torpedo-boats has been despatched to investigate the case of the *Sai-nam*. Only that, as it was "merely the English, whose Government need not be feared," a very small official only was troubled to see to it by the Chinese admiral. So that to the "Lilkin," the "Mixed Courts," and the "Customs Questions" there will soon be added a "Piracy" question—and that is all—W. F. in *Pail Mail Gazette*.

## Shipping.

## Arrivals.

Phranang, Ger. s.s., 1,021, F. Schultz, 20th Aug.—Swatow 19th Aug. Lumber and Rice.—M. & Co.  
Feiching, Ch. s.s., 584, T. Johns, 20th Aug.—Canton 20th Aug. Gen.—C. M. S. N. Co.  
Protea, Nor. s.s., 1,021, N. C. Krabbe, 21st Aug.—Bangkok 19th Aug. and Swatow 20th, Rice.—N. Y. K.  
Elisabeth Rickmers, Ger. s.s., 997, W. Bülthoff, 22nd Aug.—Bangkok 13th Aug. Rice.—B. & S.  
Beneluch, Br. s.s., 2,679, A. L. Reid, 22nd Aug.—London via Ports 7th July, Gen.—G. L. & Co.  
Binh Thuan, Fr. s.s., 584, G. Roulet, 22nd Aug.—Bangkok 14th Aug. Rice.—A. K. & Co.  
Tientsin, Br. s.s., 1,021, E. Monkman, 22nd Aug.—Canton 22nd Aug. Gen.—B. & S.

## Clearances at the Harbour Office.

*Akashi Maru*, for Swatow.  
*Oceanic*, for Shanghai.  
*Merrill*, for Hongkong.  
*Beneluch*, for Nagasaki.  
*Chenachew*, for Saigon.  
*Glenmair*, for Batavia.  
*Tremont*, for Amoy.  
*Felchline*, for Shanghai.

## Departures.

Aug. 22.  
*Wakasa Maru*, for Singapore.  
*Whitehead*, for Australian Ports.  
*Glenmair*, for Shanghai.  
*Akashi Maru*, for Swatow.  
*Kioyo Maru*, for Japan.  
*Merrill*, for Amoy.  
*Onsang*, for Swatow.  
*Chenachew*, for Saigon.  
*Tremont*, for Tacoma.  
*Lianchow*, for Chefoo.  
*Yechow*, for Shanghai.  
*Felchline*, for Shanghai.  
*Jacob Diederichsen*, for Hainan.

## Passengers arrived.

Per *Oceanic*, for Hongkong from London—Messrs. Mitchell, R. G. Munro, E. B. C. Howell, and A. H. Todd. From Marseilles—Mr. O. A. Clear. From Colombo—Capt. Bennett, and 2 Misses Lucas. From Shanghai—Mr. Hays and servant, Mr. G. A. Dunlop, Master Kok Ann, Masters G. and R. Malcolm, Mr. and Mrs. Sawney, Mr. Rutledge, Rev. Joseph, Messrs. W. J. Essame, Perpetuo and Mendes. For Shanghai from London—Mr. and Mrs. Groves and infant, Mrs. Carter's amah, Mrs. King's amah (2), and Mr. G. S. Hine. From Marseilles—Mr. N. N. For Yokohama from Marseilles—Mr. Kulka.

## Passengers departed.

Per *Polynesia*, for Shanghai—Messrs. F. Plankusch, J. Tetach, From Marseilles—Mrs. Schuster, Sisters Marie Benedicta and Marie Adile. For Yokohama—Mr. A. Borredon.  
Per *Ernest Simon*, for Saigon—Messrs. F. Tanida, Saji, E. Rouse, Mrs. Adeline Rouse, Miss Riella Borges, and Mrs. Maria Damiao. For Singapore—Rev. Hyacinth Perilex. For Marseilles—Messrs. Francisco de Medeiros Moura, Jose Maria Braz, Rev. P. Calaque, Benjamin dos Santos and Francisco Mario Monach.

Per *China*, for San Francisco, &c.—Mrs. E. Drew, Mrs. Langdon, Mr. I. Mayo, Mrs. Konda, Mrs. Kawaguchi, Messrs. M. Sity, H. H. Scovell, H. G. Treadway, D. S. Gabbay, R. D. H. Grant, E. E. Novak, Mrs. G. Revell, Mr. E. J. Chapman, Mrs. Watanabe, Messrs. C. Opisso, H. J. Van Meter, Miss E. A. Woodman, Mr. F. B. Land, Lieut.-Col. J. R. Williams, Miss M. Ellis and amah.

Per *Whitehead*, for Manila—Dr. Meyer, Messrs. W. N. Rossier, B. T. Colwin, W. T. Turnbull, and to Chinese. For Pimponehae—Inspector Krebbs, and Mr. H. Rodat. For Matupi—8 Chinese. For Friedrich Wilhelmshafen—8 Chinese. For Sydney—Messrs. C. Legee and J. Stacey Audley. For Melbourne—3 Chinese.

## Vessels in Port.

STRAMERS.  
Amoy, Ger. s.s., 653, H. Brandbeck, 18th Aug.—Amoy 17th Aug. Ballast.—S. W. & Co.  
Andrea Rickmers, Ger. s.s., 1,021, Taubert, 16th Aug.—Bangkok 4th Aug. Rice.—B. & S.  
Cairo, Nor. s.s., 1,381, J. Larsen, 17th Aug.—Samarang 7th Aug. Sugar.—Aagaard, Thorsen & Co.  
Catherine Apez, Br. s.s., 1,750, W. D. A. Thomas, 21st Aug.—Calcutta via Penang and Singapore 16th Aug. Gen.—D. S. & Co., Ltd.

Chowfa, Ger. s.s., 1,055, J. Spiesen, 13th Aug.—Kobe 8th Aug. and Hoihow 13th, Rice.—B. & S.  
Copite, Br. s.s., 2,744, Wm. Finch, s.s., 20th July.—San Francisco 27th June, Yokohama 15th July, Kobe 15th, and Nagasaki 17th, Mails and Gen.—O. & S. S. Co.

Arrivals at Home—18th July—*Ahar*, *Yandalla*, *C. Ford* *Latius*, 20th July—*Stithon*, *Jaun*, 25th July—*Bendall*, *Banyans*, *Filish*, *Seneca*, *Tamba* *Maru*, 26th July—*Palermo*, 27th July—*Aradia*, *Oceanic*, 28th August—*C. Ford* *Latius*, *Tristia*, 28th August—*Thucalton*, *Prussian*, 8th August—*Charles*, *Thucalton*, *Zeiten*, *Zeiten* *Maru*, 11th August—*Toumas*, 13th August—*Palawan*, 14th August—*Hyson*, *Roon*, 18th August—*Brom*, *Idomeneus*, *Safuma*.

Derwent, Br. s.s., 1,564, J. Jenkins, 10th Aug.—Saigon 6th Aug. Rice and Gen.—Man Fat & Co.

Emma Luyken, Ger. s.s., 1,159, G. Conrad, 16th July—Mauritius 20th June, Sugar.—Wing Sing & Co.

Empress of India, Br. s.s., 3,032, E. Beetham, s.s., 14th Aug.—Vancouver, (B.C.) 23rd July, and Shanghai 11th Aug. Mails and Gen.—C. P. R. Co.

Falk, Nor. s.s., 1,380, G. M. Gundersen, 19th Aug.—Singapore 12th Aug. Timber.—Order.

Fri, Nor. s.s., 900, Wagle, 13th July—Hongay 10th July, Coal.—Aagaard, Thorsen & Co.

Germania, Ger. s.s., 1,000, H. Flügel, 13th Aug.—Sydney 28th June, Copra.—S. & Co.

Glenfarg, Br. s.s., 2,350, H. W. L. Holman, 21st Aug.—Liquique and Callao 25th June, Gen.—T. K. K.

Glenutren, Br. s.s., 3,025, Webster, 18th Aug.—Shanghai 11th Aug. Gen.—McG. Bros. & Co.

Gloamin, Br. s.s., 2,748, Learmonth, 16th Aug.—Mojito 10th Aug. Coal.—Order.

Ingalls, Am. transport, 600, Scott, 3rd July—Manila 30th June.

Kohsichang, Ger. s.s., 2,004, C. Rosiefsky, 17th Aug.—Bangkok and Kolschhang 10th Aug. Gen.—B. & S.

Kiao, Dan, s.s., 4,445, H. P. Beng, 17th Aug.—Vining 14th Aug. Tea.—Order.

Kwionow, Ger. s.s., 2,336, H. Stehr, 16th Aug.—Mojito 10th Aug. Gen.—H. A. L.

Laertes, Br. s.s., 1,341, J. Jackson, 16th Aug.—Saigon 12th Aug. Ballast.—Chioce.

Laisang, Br. s.s., 3,460, P. M. B. Lake, 16th Aug.—Calcutta 31st July, Penang and Singapore 10th Aug. Gen.—J. M. & Co.

Loongtang, Br. s.s., 1,092, A. G. Smith, 20th Aug.—Manila 17th Aug. Gen.—J. M. & Co.

Loyal, Ger. s.s., 1,337, F. Natkins, 17th Aug.—Hoihow 12th Aug. Sugar and Wood.—S. W. & Co.

Mongolia, Am. s.s., 3,750, W. P. S. Porter, 15th Aug.—San Francisco 20th July, Yokohama 7th Aug, Kobe 8th, Nagasaki 10th, and Shanghai 13th, Mails and Gen.—P. M. S. S. Co.

Neil MacLeod, Am. s.s., 901, E. Corral, 19th June—Manila 16th June, Ballast.—Barretto & Co.

N. S. de Rosario, 715, M. Lopez Blanco, 12th June—Manila 9th June, Ballast.—Barretto & Co.

Petchaburi, Ger. s.s., 1,373, Goseurach, 17th Aug.—Swatow 16th Aug. Rice and Timber.—M. & Co.

Petrarch, Ger. s.s., 1,332, R. Hajje, 12th June, Saigon 7th June, Gen.—S. W. & Co.

Phuyen, Fr. s.s., 2,426, Ducrest, 18th Aug.—Saigon 14th Aug. Gen.—B. & Co.

Queen Alexandra, Br. s.s., 2,300, Leash, 13th Aug.—Newcastle 20th July, Coal.—D. H. & Co., Ltd.

Resolut, Nor. s.s., 365, M. Jorgensen, 2nd Aug.—Mojito 24th July, Coal.—Order.

Signal, Br. s.s., 900, Schliakier, 21st Aug.—Saigon 17th Aug. Rice.—J. & Co.

Sungkiang, Br. s.s., 987, J. Robinson, 16th Aug.—Cebu and Hoihow 11th Aug. Sugar.—B. & S.

Taikosan Maru, Jap. s.s., 3,216, T. Ota, 6th Aug.—Kuchinozu 31st July, Coal.—M. B. K.

Taishan, Br. s.s., 1,104, F. Laing, 20th June, Shanghai via Ports 24th June, Gen.—B. & S.

Tonawanda, Br. s.s., 2,076, P. D. Clarke, 16th Aug.—Canton 15th Aug. Ballast.—S. O. Co.

Totomi Maru, Jap. s.s., 2,444, A. Kieth, 30th July—Shanghai 27th July, Gen.—Y. K. Waihora, Br. s.s., 1,167, H. Lyons, 10th Aug.—Penang 3rd Aug. Ballast.—J. & Co.

Zafiro, Br. s.s., 1,620, R. Podger, 20th Aug.—Manila 17th Aug. Hemp and Sugar.—S. W. & Co.

Zingara, Br. s.s., 2,468, T. C. W. Thompson, s.s., 19th Aug.—from Xmas Island, Phosphates.—M. B. K.

Z. Y. de Aldecoa, Am. s.s., 1,260, F. Xandaro Echauri, 15th June—Manila 12th June, Ballast.—Barretto & Co.

## Steamers Expected.

Vessels	From	Agents	Dur
Arangonia	Mojito	P. & A. Co.	Aug. 24
Colombo Maru	Singapore	N. Y. K.	Aug. 24
Minneapolis	Shanghai	N. Y. K.	Aug. 25
Kawachi Maru	Singapore	N. Y. K.	Aug. 25
Trinan	K'ichintou	B. & S.	Aug. 25
Namsang	Singapore	J. M. & Co.	Aug. 26
P. Waldemar	Sydney	M. & Co.	Aug. 27
Prinz Heinrich	Colombo	M. & Co.	Aug. 27
P. E. Friedrich	Kobe	M. & Co.	Aug. 27
Nippon Maru	Japan	N. Y. K.	Aug. 28
Australian	Sydney	G. L. & Co.	Aug. 31
Changsha	Thursday	B. & S.	Sept. 1
Emp. of Japan	Vancouver	C. P. R. Co.	Sept. 4
Monteagle	Vancouver	C. P. R. Co.	Sept. 11

## DOCK RETURNS.

## HONGKONG AND WHAMPOA DOCKS.

Alia ..... at Kowloon Dock.  
Songkiang ..... " " " " " "  
Queen Alexandra ..... " " " " " "  
Kowloon ..... " " " " " "

## SHANGHAI.

16th August.

Hanyang ..... International Dock.  
Yosong and Pootung ..... " " " " " "  
Shansi ..... " " " " " "

Ships Passed The Canal.

18th July—*Charles Tiberghien*, *Prussian*, *Slavonia*, *Tamba Maru*, *Ajido*, *Suttonhall*, 20th July—*Duacalton*, *Konagach*, *Satsuma*, *Seatra*, *Liberia*, 20th July—*Antenor*, 25th July—*Bendall*, *Benluch*, *Oceanic*, *Tristia*, *Rhipan*, *Sachum*, 27th July—*Hyson*, *Inaba Maru*, *Palawan*, *Polynesia*, 1st August—*Andalusia*, *Benmohr*, *Idomeneus*, *Laos*, *Zelen*, *Senegambia*, *Shinko Maru*, 3rd August—*Bal-larophon*, *Kinloch*, *Kawachi Maru*, 8th August—*Banglo*, *Bremer*, *Desbakhshiri*, *Magella*, *Prins Heinrich*, *Roon*, *Suez*, *Toumas*, 11th August—*Ajay*, *Madison*, *Salatia*, *Amu Maru*, *Seydlitz*, *Tanaka*, *Adella*, *Commodore*, 14th August—*Benluch*, *Kenneth*, *Fushawur*, *Sagavia*, *Kanabura Maru*, *Rikenau*, 18th August—*Agamemnon*, *Bulweria*, *Moynse*, *Poono*, *Prothelus*, *Tonkin*.

Arrivals at Home—18th July—*Ahar*, *Yandalla*, *C. Ford* *Latius*, 20th July—*Stithon*, *Jaun*, 25th July—*Bendall*, *Banyans*, *Filish*, *Seneca*, *Tamba* *Maru*, 26th July—*Palermo*, 27th July—*Aradia*, *Oceanic*, 28th August—*C. Ford* *Latius*, *Tristia*, 28th August—*Thucalton*, *Prussian*, 8th August—*Charles*, *Thucalton*, *Zeiten*, *Zeiten* *Maru*, 11th August—*Toumas*, 13th August—*Palawan*, 14th August—*Hyson*, *Roon*, 18th August—*Brom*, *Idomeneus*, *Safuma*.

## Post Office.

## A Mail will close for:—

Bangkok—Per *Andrea Rickmers*, 23rd Aug. 11 A.M.  
Macao—Per *Heungshan*, 23rd Aug. 12.15 P.M.  
Singapore, Penang and Calcutta—Per *Laisang*, 23rd Aug. 2 P.M.  
Tientsin—Per *Tientsin*, 23rd Aug. 3 P.M.  
Swatow and Shanghai—Per *Fooshing*, 23rd Aug. 3 P.M.  
Saigon—Per *Laertes*, 24th Aug. 10 A.M.  
Macao—Per *Heungshan*, 24th Aug. 12.15 P.M.  
Manila—Per *Loongtang*, 24th Aug. 3 P.M.  
Swatow, Singapore and Bangkok—Per *Kolythang*, 24th Aug. 5 P.M.  
Europe, &c., India, via Tullcorin—Per *Delhi*, 25th Aug. 11 A.M.  
Macao—Per *Heungshan*, 25th Aug. 12.15 P.M.  
Swatow and Bangkok—Per *Protea*, 25th Aug. 2 P.M.  
Tientsin—Per *Kwionow*, 25th Aug. 3 P.M.  
Cebu and Hoihow—Per *Sungkiang*, 25th Aug. 3 P.M.  
Mojito, Kobe, Yokohama and San Francisco—Per *Tonawanda*, 25th Aug. 4 P.M.  
Singapore—Per *John Hardie*, 25th Aug. 4 P.M.  
Swatow, Amoy and Foochow—Per *Haimun*, 25th Aug. 5 P.M.  
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Tainan*, 27th Aug. 3 P.M.  
Singapore, Penang and Calcutta—Per *Catherine Apez*, 28th Aug. 10 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Mongolia*, 28th Aug. 11 A.M.  
Europe, &c., India, via Tullcorin—Per *P. E. Friedrich*, 29th Aug. 11 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India*, 30th Aug. 3 P.M.  
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Eastern*, 1st Sept.



## Mails.



THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.  
(Through Bills of Lading issued for BATAVIA,  
PERMAN GULF, CONTINENTAL, AMERI-  
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship  
"DELHI,"  
Captain J. D. Andrews, R.N.R., carrying His  
Majesty's Mails, will be despatched from this for  
BOMBAY, on SATURDAY, the 25th August,  
at Noon, taking Passengers and Cargo for the  
above Ports in connection with the Company's  
S.S. Victoria, 6,522 tons, from Colombo,  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London, other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. Egypt,  
due in London on the 7th October, 1906.

Cargo for Bombay and via Bombay per S.S.  
Mavagon.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 22nd August, 1906.

## MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, AUSTRALIA,  
ADEN, EGYPT, MAR-  
SEILLES, LONDON,  
HAVRE, BORDEAUX, MEDITERRANEAN, AND  
BLACK SEA PORTS.

The S.S. "CALEDONNIEN,"  
Captain Gregor, will be despatched for MAR-  
SEILLES on TUESDAY, the 4th September,  
at 1 P.M.

Passage tickets and through Bills of Lading  
issued for above ports, and for Australia with  
prompt transhipment at Colombo.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:-

S.S. POLYNESIE ..... 18th September.  
S.S. SALAZIE ..... 2nd October.  
S.S. OCEANIE ..... 16th October.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 22nd August, 1906.

## Intimations.

### CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY	Per Case.	\$22.50
"	"	20.00
"	"	16.75
WHISKY, FINE MALT	"	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	"	12.50
" C. P. & CO'S SPECIAL BLEND	"	10.50
PORT WINE, INVALIDS	"	20.00
" DOURO	"	13.75
SHERRY, AMOROSO	"	20.00
" LA TORRE	"	16.00
BENEDICTINE, D.O.M.	"	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

## ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

&c., &c., &c.

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.  
Hongkong, 19th May, 1907.

## SHARE QUOTATIONS.

Supplied by Messrs. L. S. KADDOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	\$1,712,472	\$1.15/- @ Ex. 2/11 = \$16.47 for first half-year 1906	5 1/2 %	\$835 ex div. London 204.10/- 147 sales
National Bank of China, Limited	99,925	£7	£6	\$10,000,000	\$74,099	\$2 (London 3/6) for 1905	...	...
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000	\$211,540	\$20 for 1904	6 %	\$330
North China Insurance Company, Limited	10,000	£15	£5	\$1,000,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000	\$2,792,271	Interim div. of 13/- for 1905	4 1/2 %	\$800
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$1,000,000	\$508,334	\$12 and 13 special dividend for 1904	8 1/2 %	\$175 sellers
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$344,058	\$5 for 1904	6 1/2 %	\$91 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000	\$422,618	\$25 for 1904	7 1/2 %	\$322 1/2 buyers
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$6,000	\$6,563	\$1 1/2 for 1905	7 %	\$22
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$20,000	Nil.	\$3 1/2 for year ended 30.6.1905	7 1/2 %	\$47
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$120,000	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$27 b. ex div.
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$380,000	\$4,412	10/- @ ex. 2/11 9/16 = \$1.69	6 1/2 %	\$75
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 400,000	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 1/2 %	Tls. 60 sales
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$4,144	\$207,815	Final Tls. 14 making Tls. 3 1/2 for 1905	6 1/2 %	Tls. 51 sales
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$5,000	\$218	\$1.50 for year ending 30.4.1906	5 1/2 %	\$29
Taku Tug and Lighter Company, Limited	20,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 13,913	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000	\$40,914	Final of \$15 making \$25 for 1905	17 %	\$147 1/2
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$132,588	\$3 for 1907	...	\$21 1/2 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	...	Tls. 8 1/2 sellers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$80,000	\$13,355	1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10 sellers
Central Consolidated Mining Company, Limited	150,000	G \$10	G \$10	none	G \$909,050	Final of 50 cents making G \$1 for 1905	7 %	G \$14 nominal
South Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. \$8,745	No. 12 of 1/- = 48 cents	...	\$7 1/2
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$500,000	\$20,040	Final of \$3 1/2 making \$6 for 1905	5 1/2 %	\$106
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$40,500	\$39,087	\$6 for first half-year ending 30.6.06	8 1/2 %	\$141 ex div.
New Amoy Dock Company, Limited	10,000	\$6 1/2	\$6 1/2	\$62,500	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8 %	Tls. 100
Shanghai and Hongkong Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 57,065	Final of Tls. 8 making Tls. 14 for 1905	5 1/2 %	Tls. 242 1/2 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year	...	Tls. 102 sales
Star House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$29,516	\$8,418	\$3 for year ending 30.6.1906	10 %	\$10 ex div.
Central Stores, Limited	6,000	\$15	\$15	none	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18 sales
Do. (new issue)	24,000	\$15	\$15	none	...	7 % on \$7 1/2 for 1905	...	\$154 sales
Do. (Founders)	123	\$15	\$15	...	...	None	...	\$500 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$648,975	1619	\$5 for second half-year making \$10 for 1905	8 1/2 %	\$120 sales & b.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$67,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$170
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 29,783	Tls. 1,935	Final of 6 % = 10 % for 1905	15 1/2 %	Tls. 16 sellers
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	\$4,690	Final of \$6 making \$10	10 %	\$100
Imperial Estate & Finance Company, Limited	100,000	\$10	\$10	\$208,386	\$5,070	80 cents for 1905	7 %	\$121
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	none	\$574	\$2 1/2 for 1905	6 1/2 %	\$38
Shanghai Land Investment Company, Limited	67,000	Tls. 50	Tls. 50	Tls. 869,493	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 110
West Point Building Company, Limited	12,500	\$50	\$50	none	\$772	Interim div. of \$2 account 1906	8 %	\$50 sellers
<b>COTTON MILLS.</b>								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ending 31.10.1905	10 %	Tls. 79 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$30,000	\$23,264	\$1 for the year ending 31.7.05	6 1/2 %	\$15
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898	...	Tls. 68 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	10 %	Tls. 80 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	8 %	Tls. 315 sales
<b>MISCELLANEOUS.</b>								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 1/2 %	\$90 buyers
Hell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	£814	\$2,856	1/3 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	none	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	...	\$12
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 289	Final of Tls. 5 making Tls. 10 for 1905	15 1/2 %	Tls. 65 sales
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$1,219	60 cents for year ending 28.2.06	6 %	\$101 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$5,000	\$1,581	80 cents for 1905	8 1/2 %	\$91 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$410,000	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$17 buyers
Green Island Cement Company, Limited	200,000	\$10	\$10	\$500,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	9 %	\$22 buyers
Hall & Holts, Limited	21,000	\$20	\$20	\$186,000	\$20,893	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$23 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,508	\$1.00 for 10 months ending 28.2.06	8 1/2 %	\$141
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,796	\$15 for year ending 30.11.1904	6 1/2 %	\$235
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$80,000	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	8 %	\$235 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$61,000	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$29
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$88	Final of 50 cents making \$1 for the year	12 1/2 %	\$8
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500	Tls. 10,374	second interim div. of Tls. 7 1/2 making Tls. 15 so far a/c yr. ended 31.10.06	9 1/2 %	Tls. 240 buyers
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. 34,324	None	...	\$1 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 126 1/2 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	12 %	Tls. 50 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 8,000	Tls. 2,753	Interim div. of Tls. 5 account 1905	10 1/2 %	Tls. 135 ex div.
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	6 1/2 %	Tls. 75 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 190,000	Tls. 85,592	Interim div. of 15/- for 1-year 1906	...	Tls. 360
South China Morning Post, Limited	7,200	£20	£20	none	Dr. \$41,934	Interim div. of 5/- for 1-year 1906	...	Tls. 280
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$1,134	50 cents for year ended 31.5.05	8 1/2 %	\$30
Union Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	\$25,000	\$752	70 cents for year ended 31.5.1906	8 1/2 %	\$8
Do. (Founders)	100	\$10	\$10	...	...	\$9.97	6 1/2 %	\$150
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$300,000	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13
William Powell, Limited	15,000	\$10	\$10	\$4,500	\$676	Interim div. of 50 cts. for the year 1905/6	10 %	\$10 buyers
<b>DIVIDENDS PAYABLE.</b>								
Shanghai & Hongkong Wharf & Godown Co.	Tls. 8							31st August
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat	Tls. 7 1/2							1